CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

City of San José Recommended Temporary Traffic Control Plans

October 3, 2003

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Introduction

The Traffic Control Plans and associated text depicted in this Manual conform to the Federal Department of Transportation (D.O.T.) and Chapter 5 of the State of California Manual of Traffic Controls.

The criteria of this Manual are intended to primarily apply to urban areas. Urban street traffic is typically characterized by relatively low speeds, wide ranges in traffic volume, narrower roadway lanes, frequent intersections, significant pedestrian traffic, bicyclists and frequent roadside obstacles.

This manual provides the basic standards for the safe movement of traffic upon highways and streets in accordance with Section 21400 of the California Vehicle Code. Traffic control includes safe protection for the public, motorist, cyclist, pedestrian and worker. It is the responsibility of the contractor or organization performing work on, or adjacent to, a roadway to install and maintain such devices which are necessary to provide safe passage for the traveling public through the work area and for the safety of the workers.

This text is intended to supplement the standards established by the Federal Department of Transportation and Caltrans by establishing construction area traffic control guidelines for work within the City of San Jose. The criteria for the position, location, manner of installation, and the use of such signs, lights and devices are furnished solely for the purpose of information and guidance.

No one set of signs or other traffic control devices can typically satisfy all conditions for a given project. At the same time, defining detailed standards that would be adequate to cover all applications is simply not practical. This Manual displays several diagrams that depict common applications of standard temporary traffic control devices and applications. The traffic control selected for each situation shall be based on street type, traffic conditions, duration of operation, physical constraints, and the nearness of the workspace to traffic.

Objectives

To Provide:

a) Safety protection for the public, motorist, cyclist, and pedestrian.

b) Safety protection for construction workers, contractors, and equipment.

c) Safe access for police, fire, and rescue vehicles.

d) Guidance for safe effective work areas, to warn, control, protect, and expedite vehicular and pedestrian traffic.

e) The basic principles that govern the design and usage of warning signs, lights and devices placed upon the public roadway.

Work Area Planning

Work should be planned in advance to permit employees and equipment to safely move into position, accomplish the job in a safe and skillful manner and move out of the area as soon as possible upon completion.

During any time the normal function of a roadway is suspended, temporary traffic control planning must provide for continuity of function (movement of traffic, pedestrians, bicyclists, transit operations, and access to property/utilities). The location where the normal function of the roadway is suspended is defined as the workspace. The workspace is that portion of the roadway closed to traffic and set aside for workers, equipment, and material. Sometimes there may be several workspaces within the project limits. Each workspace should be signed to inform drivers of what to expect.

Effective temporary traffic control enhances traffic operations and efficiency, regardless of whether street construction, maintenance, utility work, or roadway incidents are taking place in the workspace. Effective temporary traffic control must provide for the workers, road users, and pedestrians. At the same time, it must provide for the efficient completion of whatever activity suspended normal use of the roadway.

It is essential that concern for traffic accidents, worker safety and efficiency of traffic movement form an integral element of every temporary traffic control zone, from planning through completion of work activity. Simultaneously, the control selected must permit efficient maintenance / construction of roadways and roadway appurtenances.

Where physical conditions are such that hills, curves, buildings, vegetation, etc. reduce or obscure driver view, additional precautions become necessary. On-coming traffic should be

alerted to potential hazards by the suitable use of signs, flaggers barricades, flags, flashers, or traffic cones, in any combination that will give adequate advance warning and that will channel traffic according to the predetermined plan.

Under conditions of severely restricted visibility, a second “Road Work Ahead” sign, spaced in accordance with the speed/distance table, is advised. Drivers must be able to see warning signs far enough in advance to slow their vehicles to a safe speed.

The employee in charge must review and advise the workers on how to set up, maintain and remove the traffic control devices.

- In planning for the safety of all involved, consider the traveling public and remember:
- They must be warned sufficiently in advance to allow time to think and react.
- They must have time to regulate their speed, to allow them to pass through the guidance pattern with safety and ensure an even flow of traffic.
- The need for decision making must be reduced to a minimum. This can be done with a planned guidance pattern.

A checklist of items to be considered in planning should include the following:

a) Estimated time required to complete the job in order to determine short-term or long-range operations.

b) Volume and speed of traffic.

c) Changes in traffic conditions during the operation.

d) Local ordinances and permit requirements.

e) Set up shall always start with the advance warning sign and work back to the jobsite.

f) Determination of the number and types of safety devices, cones/delineators, signs, flags, flashers, barricades, flashing arrow signs, etc., required for the job.

g) Flaggers, while setting up protection and during the job operation, if required.

h) Effective utilization of utility vehicles for maximum protection.

i) When lanes are closed, place the lane.

Warning and Construction Signs, Guards and Barriers

Approved warning signs, barricades, cones/delineators, guards, flags, flares, reflectors, and lights at night, shall be installed and properly maintained wherever hazards exist due to moving or stationary vehicles, open excavations, construction and maintenance operations and similar work.

Warning equipment shall be placed so as to provide adequate notice to motorists, cyclists, or pedestrians that they are approaching an excavation, obstruction, or other hazard.

Warning signs shall be removed as soon as the excavation, obstruction, or other hazard is cleared.

Channeling Devices

Channeling devices are elements in a total system of traffic control devices for use in construction and maintenance operations. These elements shall be preceded by a subsystem of warning devices that are adequate in size, number, and placement for the type of roadway on which the work is to take place.

Approved channelizing devices shall be used for the following purposes:

- To channel and divert traffic in advance of work zones.
- To define traffic lanes through the work zone.
- To define a change in the position of the lanes around the work zones.
- To define curves and the edges of the roadway on detours.
- To separate opposing lanes of traffic.

Correctly positioned cones/delineators provide an excellent guidance path. Improperly positioned cones/delineators only confuse drivers.

Barricades

The function of barricades is to separate the motorist from objects or unusual situations created by construction or maintenance activities in or near the traveled way. Barricades should not be used to guide motorists through the transition or work zones.

The barricade would not be used where a collision with the barricade would be more severe than a collision with the object being separated. At such locations, cones/delineators, or other less rigid devices should be used.

Barricade design:

Barricades for vehicular traffic shall be of three types: Type I, Type II, and Type III.

Markings for barricade rails shall be alternate orange and white stripes sloping downward at an angle of 45 degrees. The entire area of orange and white shall be effectively reflectorized. The predominant color for other barricade components shall be white.

Flashing Arrow Signs (FAS)

Type	Min. Size	Min Number of Panel Lamps	Min Legibility Distance
A	24” x 48”	12	½ mile
II	36” x 72”	13	¾ mile
I	48” x 96”	15	1 mile

Night Operations

In order to provide enhanced warning and safety during twilight and night operations, the following steps should be adhered to:

When the work area is to be illuminated by use of floodlights, the light placement shall be such that the light beams are not hazardous to oncoming traffic.

All warning signs and cones/delineators shall be illuminated or reflectorized.

Flashing or rotating amber lights on vehicles may be used for additional work area protection.

Flaggers must be illuminated, visible to approaching traffic, and wear approved reflectorized garments.

Note: Flares and red emergency reflectors are strictly for emergency situations and must not be used as substitutes for standard work area warning devices. Flares shall not be used in combustible or high fire areas.

Use of Flaggers

Flaggers will be provided where approved signs or barricades do not provide adequate traffic control.

The proper use of flaggers, where circumstances warrant, will not only provide for vehicular traffic, but will also provide protection for employees working in the immediate area to divert the normal flow of traffic.

Flaggers are required as follows:

a) At all locations where warning and control devices cannot adequately control the moving traffic.
b) Where the job requires the use of one lane for two directions of traffic. (One flagger is required for each direction of traffic.)

More information at: http://www.dot.ca.gov/hq/construc/flagging.html

Placement and equipment requirements:

Flaggers shall be logically placed in relation to the equipment or operation so as to give adequate warning, and shall be stationed approximately 100 feet (30.5m) ahead of the possible impact point.

Flaggers shall wear approved warning garments. Reflectorized vests shall be used when flagging at night and the flaggers must be illuminated and visible to approaching traffic.

The warning sign, C-9 or C-9a, "Flagman Ahead" shall be placed ahead of the flagger. The distance between the sign and the flagger should be based on the average traffic speed, allowing approximately 100 feet (30.5m) for each ten miles per hour.

Flaggers shall be trained in the proper fundamentals of flagging traffic before being assigned as a flagger.

Flaggers who are not in visual contact with each other shall use radios or other positive communications.

Flagging procedures and all signs and equipment shall comply with the Federal D.O.T. and the State of California Manual of Traffic Controls for Construction and Maintenance Work Zones.

Flagging Procedures for Traffic Control

Flagging procedures for traffic control shall be in accordance with the following:

Where flaggers are required, the Stop/Slow paddle shall be used.

To Stop Traffic
Hold the STOP paddle in a stationary position with the arm extended horizontally away from the body. The free arm should be raised with palm facing approaching traffic.

To Alert or Slow Traffic
Hold the SLOW paddle in a stationary position with the arm extended horizontally away from the body. The free arm should be raised and lowered slowly with the palm down.

To Direct Traffic to proceed
Hold SLOW paddle at arm's length and motion with the free hand for traffic to proceed.

Work Area at End of Work Period

Before leaving a work area, it is necessary that approved warning devices be placed to protect motorists and pedestrians.

Ensure that the area is properly barricaded and that flashing lights, where required, are functioning satisfactorily.

Make sure that equipment is secured and that the work area is left orderly.

Make sure that the area and adjacent areas are swept clean and are free of debris.

Pedestrian Considerations

When the work area encroaches upon a sidewalk, walkway, or crosswalk area, adequate protection for the safety of pedestrians must be provided. Barricades and cones/delineators may be used advantageously in defining pedestrian walkways. Protect against any condition, which would create a tripping, falling or slipping hazard. A minimum walkway width of 48" (122cm) must be maintained at all times for safe passage through the work area.

When overhead work is being performed, pedestrian passage area below must be rerouted or protected.

There are three threshold considerations in planning for pedestrians in temporary traffic control zones on highways and streets:

1) Pedestrians shall not be led into direct conflicts with work site vehicles, equipment, or operations.
2) Pedestrians shall not be led into direct conflicts with mainline traffic moving through or around the work site.
3) Pedestrians shall be provided with a convenient travel path that replicates as nearly as possible the most desirable characteristics of sidewalks or footpaths.

In accommodating the needs of pedestrians at work sites, it should always be remembered that the range of pedestrians that can be expected is very wide, including the visually impaired, the hearing impaired, and those with walking disabilities. All pedestrians need protection from potential injury and should be provided a smooth, clearly delineated travel path.

Every effort shall be made to separate pedestrian movement from both work site activity and adjacent traffic. Whenever possible, signing will be used to direct pedestrians to street crossings in advance of an encounter with a temporary traffic control zone. Signs shall be placed at intersections so that pedestrians are not confronted with mid-block work sites that will induce them to skirt the temporary traffic control zone or make a mid-block crossing. It must be recognized that pedestrians will only infrequently retrace their steps to make a crossing. Consequently, ample advance notification of sidewalk closures is critically important. Refer to sheets 28 and 30 of this Manual. See Caltrans Traffic Manual, Chapter 5, Section 5-07.3 for typical traffic control device usage and techniques for pedestrian movement through work zones.

When pedestrian movement through or around a work site is necessary, the aim of the engineer is to provide a separate, footpath without abrupt changes in grade or terrain. Judicious use of special warning and control devices to warn motorists is helpful for certain difficult work zone situations. These include rumble strips, changeable message signs, hazard identification beacons, flags, and warning lights. Whenever it is feasible, closing off the work site from pedestrian intrusions is preferable to channelizing pedestrian traffic along the site solely with temporary traffic control devices such as cones, portable delineators, barricades, or drums. If the possibility of vehicle impact is very low, chain link or other suitable fencing, placed well away from traffic, is acceptable. Solid fencing with plywood, however, can create sight distance restrictions at intersections and at work site access cuts. Care must be taken not to create fenced areas that are

vulnerable to splintering or fragmentation by vehicle impacts. Similarly, temporary traffic control devices used to delineate a temporary traffic control zone pedestrian walkway must be lightweight and, when struck, present a minimum threat to pedestrians, workers, and impacting vehicles. Only minimally necessary ballasting with lightweight materials should be used with these devices.

Movement by work vehicles and equipment across designated pedestrian paths should be minimized and should be controlled by flaggers. Cuts into work zones across pedestrian walkways should be kept to a minimum, because they often create unacceptable changes in grade and rough or muddy terrain. Pedestrians cannot be expected to traverse these areas willingly. They will tend to avoid the cuts by attempting non-intersection crossings.

At work sites of significant duration, especially in urban areas with high pedestrian volumes, and where falling debris is a concern (such as work on overhead structures), a canopied walkway is frequently needed to protect pedestrians from falling debris. These covered walkways should be sturdily constructed and adequately lit for nighttime use.

In places where pedestrians are judged especially vulnerable to impact by errant vehicles, all foot traffic should be separated and protected by longitudinal barrier systems. Where a barrier is clearly needed, it should have sufficient strength and low deflection characteristics, to keep vehicles from intruding into the pedestrian space. Further, short, non-continuous segments of longitudinal systems, such as concrete barriers, must be avoided because they nullify the containment and redirective capabilities of the design, increase the potential for serious injury to both vehicle occupants and pedestrians, and encourage the presence of blunt, leading ends. All upstream leading ends that are present shall be appropriately flared or protected with properly installed and maintained impact attenuators. With regard to concrete barriers in particular, it is very important to ensure that adjacent segments are properly joined to effect the overall strength required for the system to perform properly.

It has been determined through study and experience that vertical curbs cannot prevent vehicle intrusions into work zones. As a consequence, normal vertical curbing is not a satisfactory substitute for positive barriers when these are clearly needed. Similarly, contractor-constructed wooden railings, chain-link fencing with horizontal pipe runs, and similar systems placed directly adjacent to vehicle traffic are not acceptable substitutes for crashworthy positive barriers. In many instances, temporary positive barriers may be necessary to prevent pedestrians from unauthorized movements into the active work zone and to prevent conflicts with traffic by eliminating the possibility of mid-block crossings.

If a high potential exists for vehicle incursions into the pedestrian space, judgment must be exercised as to whether to reroute pedestrians or use barriers.

Engineering judgment in each temporary traffic control zone situation should readily determine the extent of pedestrian needs. The intent of temporary traffic control zones should provide both a sense of security and safety for pedestrians walking past work sites and consistent, unambiguous channelization to maintain foot traffic along the desired travel paths.

Bicycle Considerations

Whenever possible, maintain bicycle lanes. Provide bicycle warning signs where appropriate.

There are several considerations in planning for bicyclists in temporary traffic control zones on highways and streets:

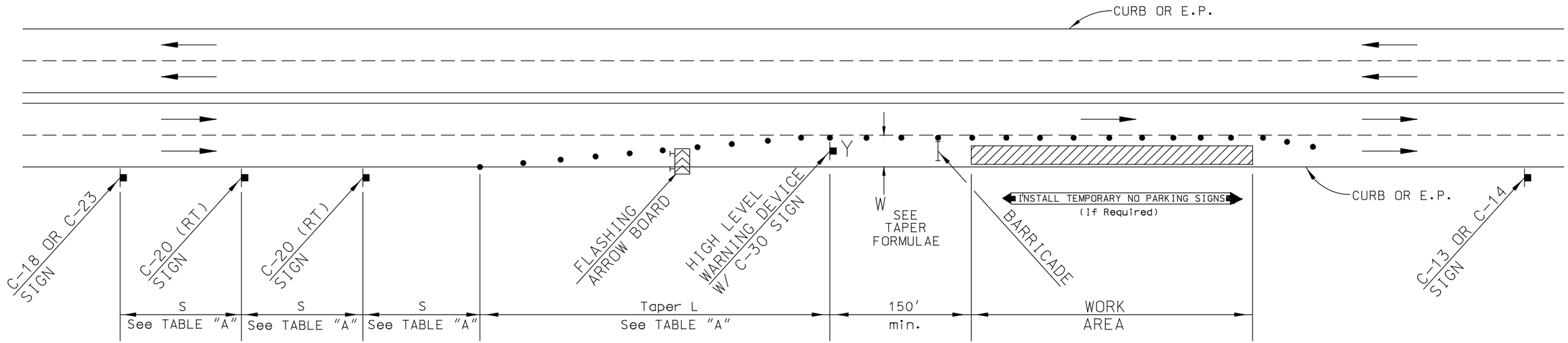
- A travel route that replicates the most desirable characteristics of a wide paved shoulder or bikeway through or around the traffic control zone is desirable for bicyclists.
- If the traffic control zone interrupts the continuity of an existing bikeway system, signs directing bicyclists through or around the zone and back to the bikeway is desirable.
- Unless a separate bike path through or around the traffic control zone is provided, adequate roadway lane width to allow bicyclists and motor vehicles to travel side by side through or around the zone is desirable.
- Bicyclists shall not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the traffic control zone.

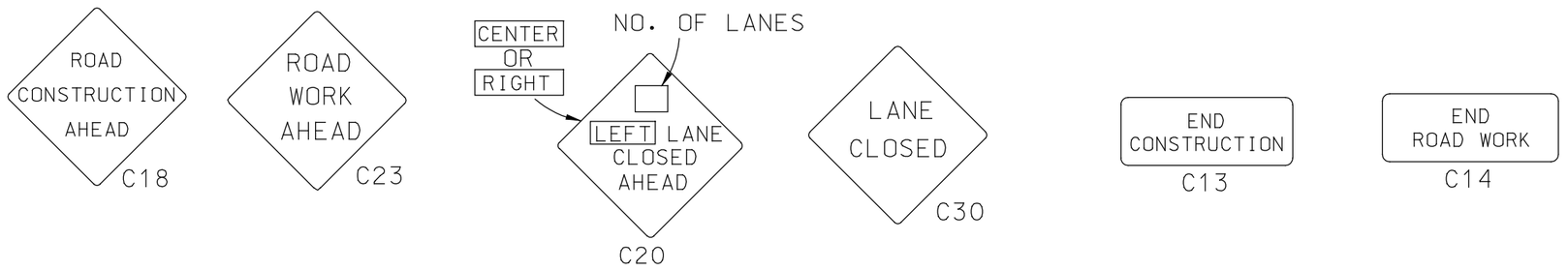
Special Considerations

All traffic control devices used on street construction, maintenance, utility, or incident management (temporary traffic control) operations shall conform to the applicable specifications of Chapter 5 of the Caltrans Manual of Traffic Control.

Special plan preparation and coordination with transit and other highway agencies, police and other emergency units, utilities, schools, railroads, etc. will be needed to receive input and support for advising motorists of potential traffic operation situations.

During temporary traffic control activities, commercial vehicles may need to follow a different route from automobiles because of bridge, weight, clearance, or geometric restrictions. Also, vehicles carrying hazardous materials may need to follow a different route from other vehicles.





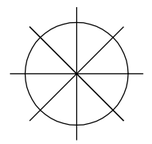
LEGEND

- • Traffic Cone or Delineator
- ▪ Sign
- ← Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- ⊢ Barricade (For Excavation Only)
- Flagger

.

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING



INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
SINGLE LANE CLOSURE (RIGHT LANE)

DATE		SCALE
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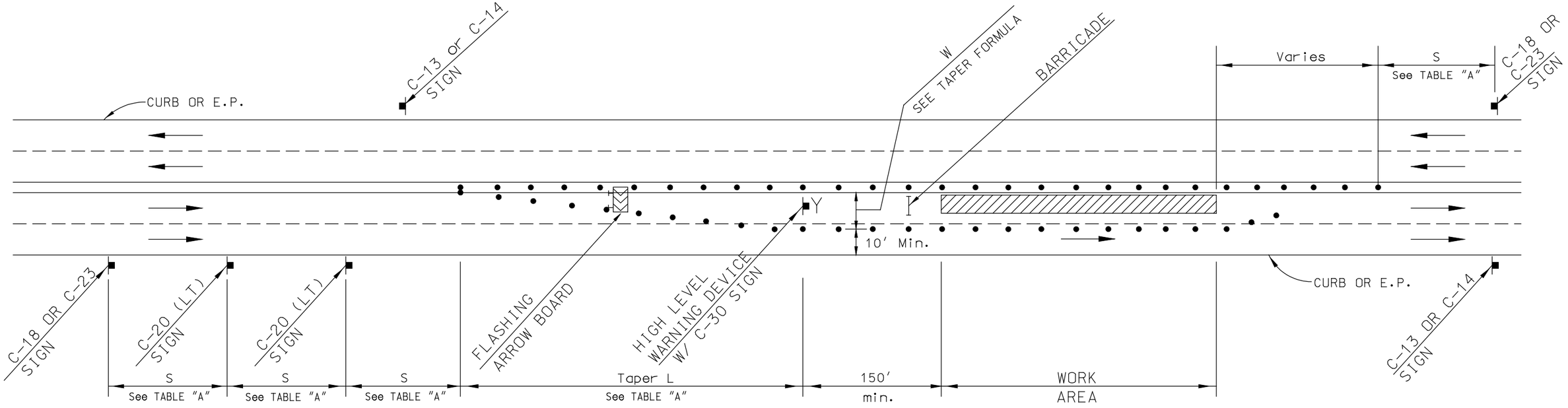
05/12/2003 WRS		DRAWING NO. 1



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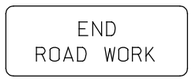
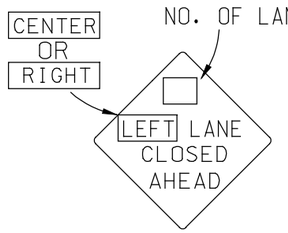


C14

C18

C23



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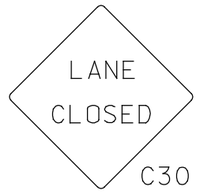

C30

LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

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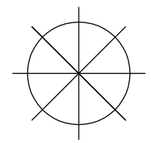

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
SINGLE LANE CLOSURE (LEFT LANE)

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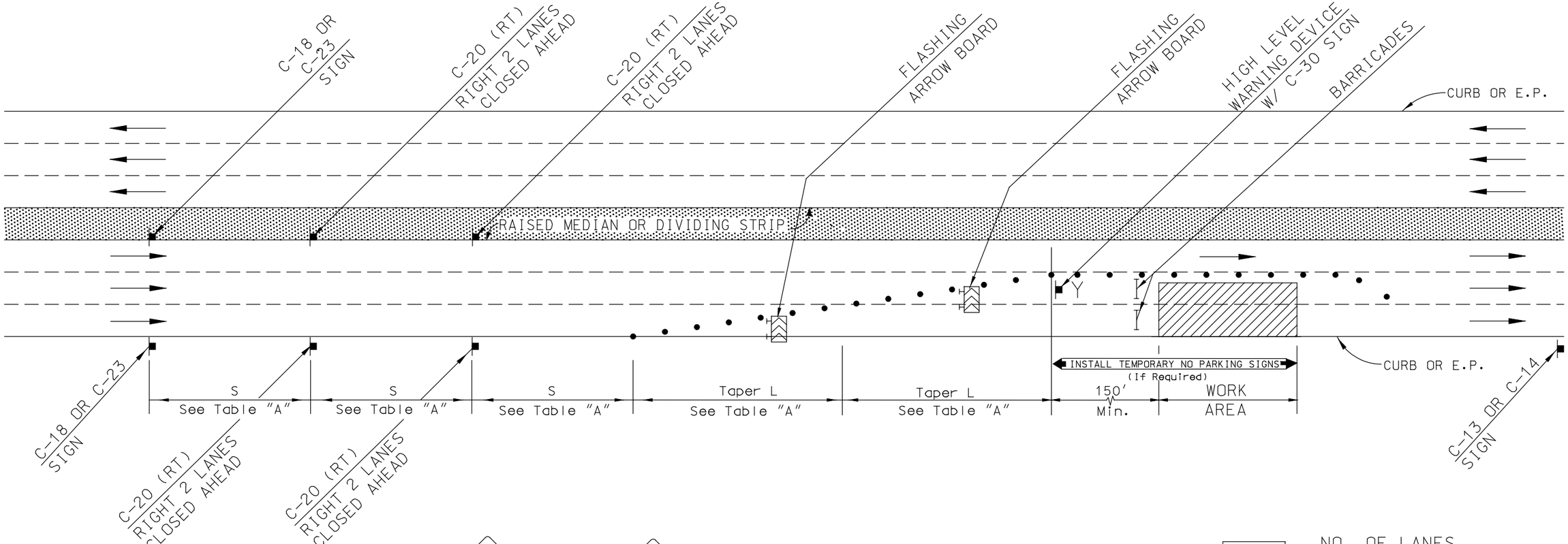
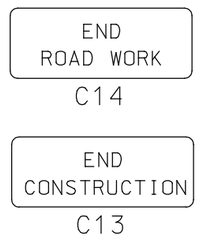
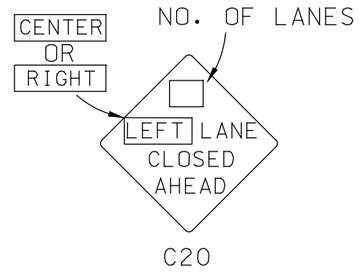
05/27/2003 WRS		DRAWING NO. 2







LEGEND

- • Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

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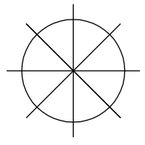

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
MULTI-LANE CLOSURE (RIGHT LANES)

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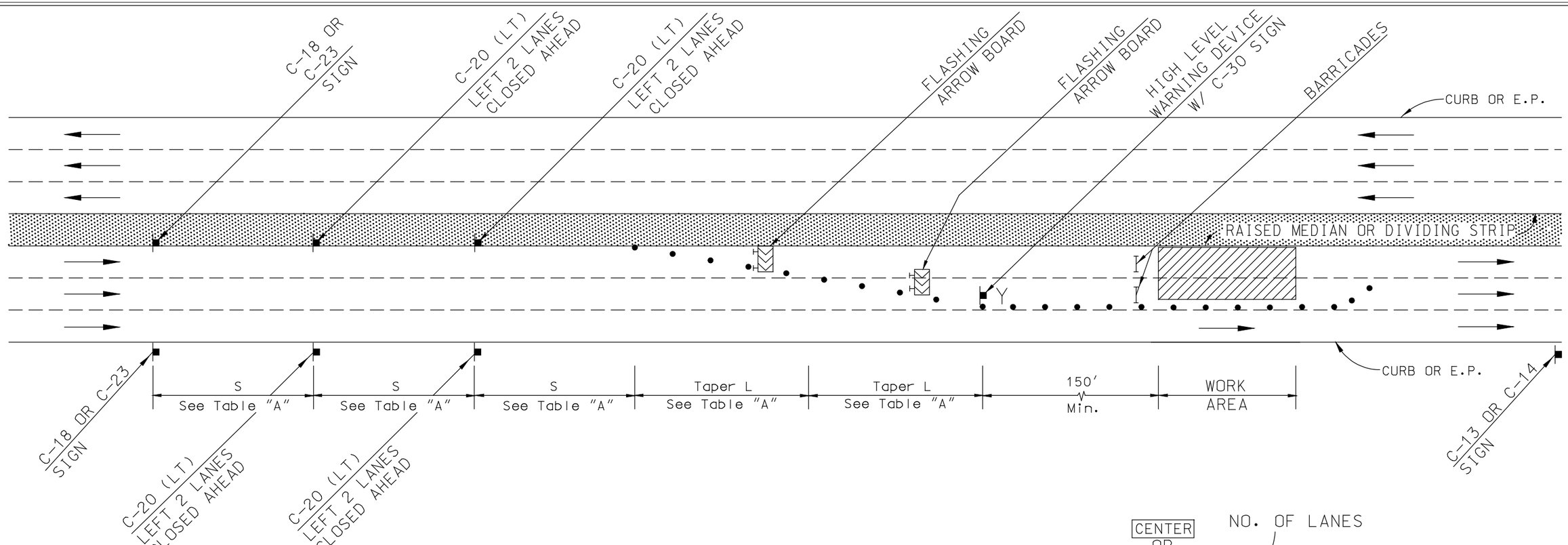

END CONSTRUCTION
C13

END ROAD WORK
C14

ROAD CONSTRUCTION AHEAD
C18

ROAD WORK AHEAD
C23

LANE CLOSED
C30

CENTER OR RIGHT
NO. OF LANES
LEFT LANE CLOSED AHEAD
C20

LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Sign (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
MULTI-LANE CLOSURE (LEFT LANES)

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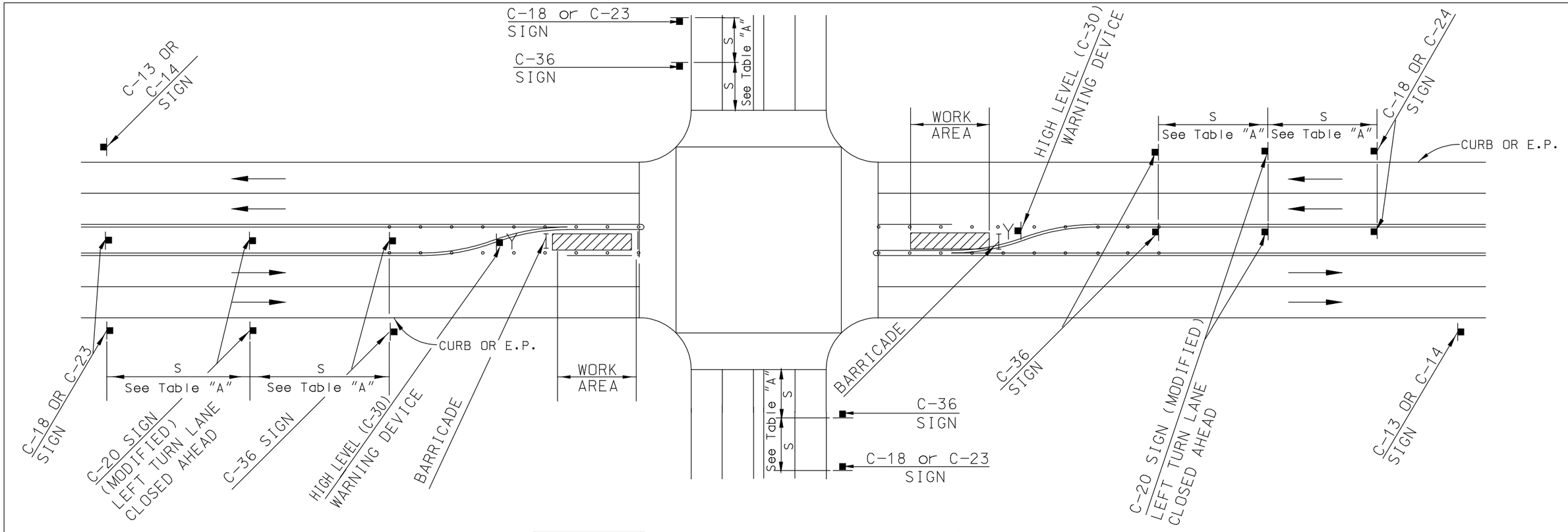

LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
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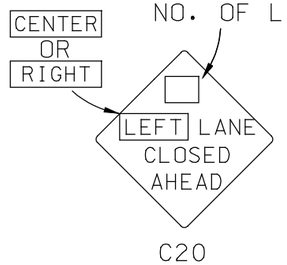
- High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger



NOTE

* Maintain left turn movements
* Police officers required if intersection is controlled by traffic signal (2 min.). Otherwise flaggers are O.K.

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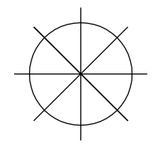

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
LEFT TURN LANE CLOSURE

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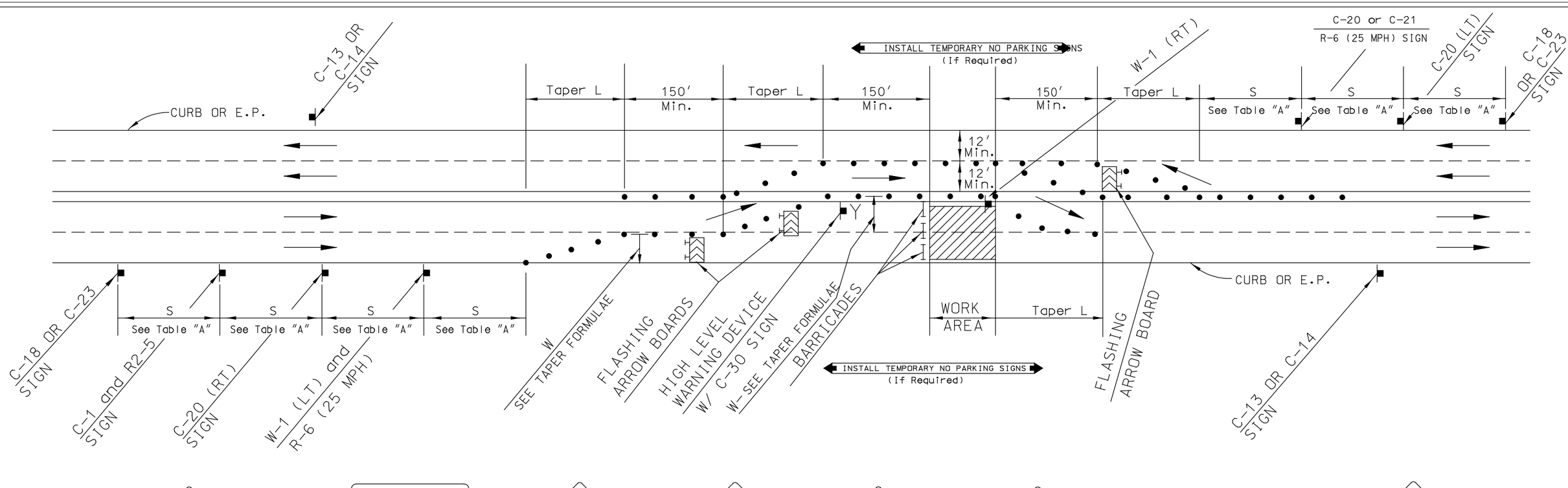

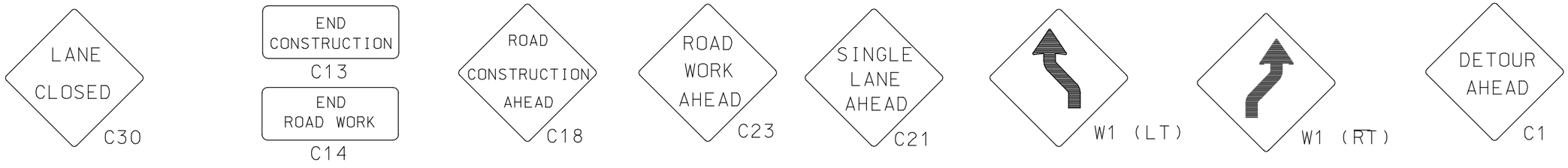

LEGEND

- • Traffic Cone or Delineator
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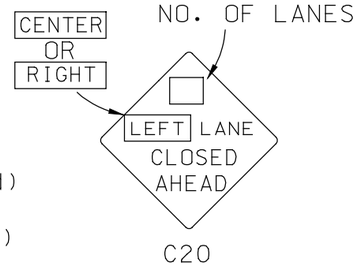

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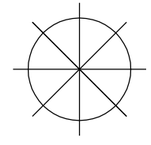


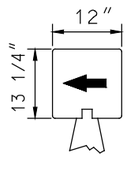
INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
TYPICAL CLOSING OF HALF ROADWAY

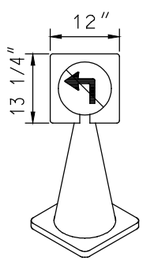
DATE		SCALE
05/06/2003 Rev. MPL 05/27/2003 WRS		NONE
		DRAWING NO. 6

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS — TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT — TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

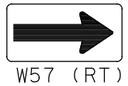


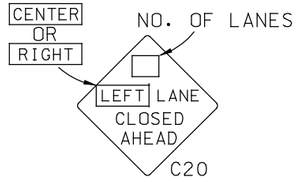
OR

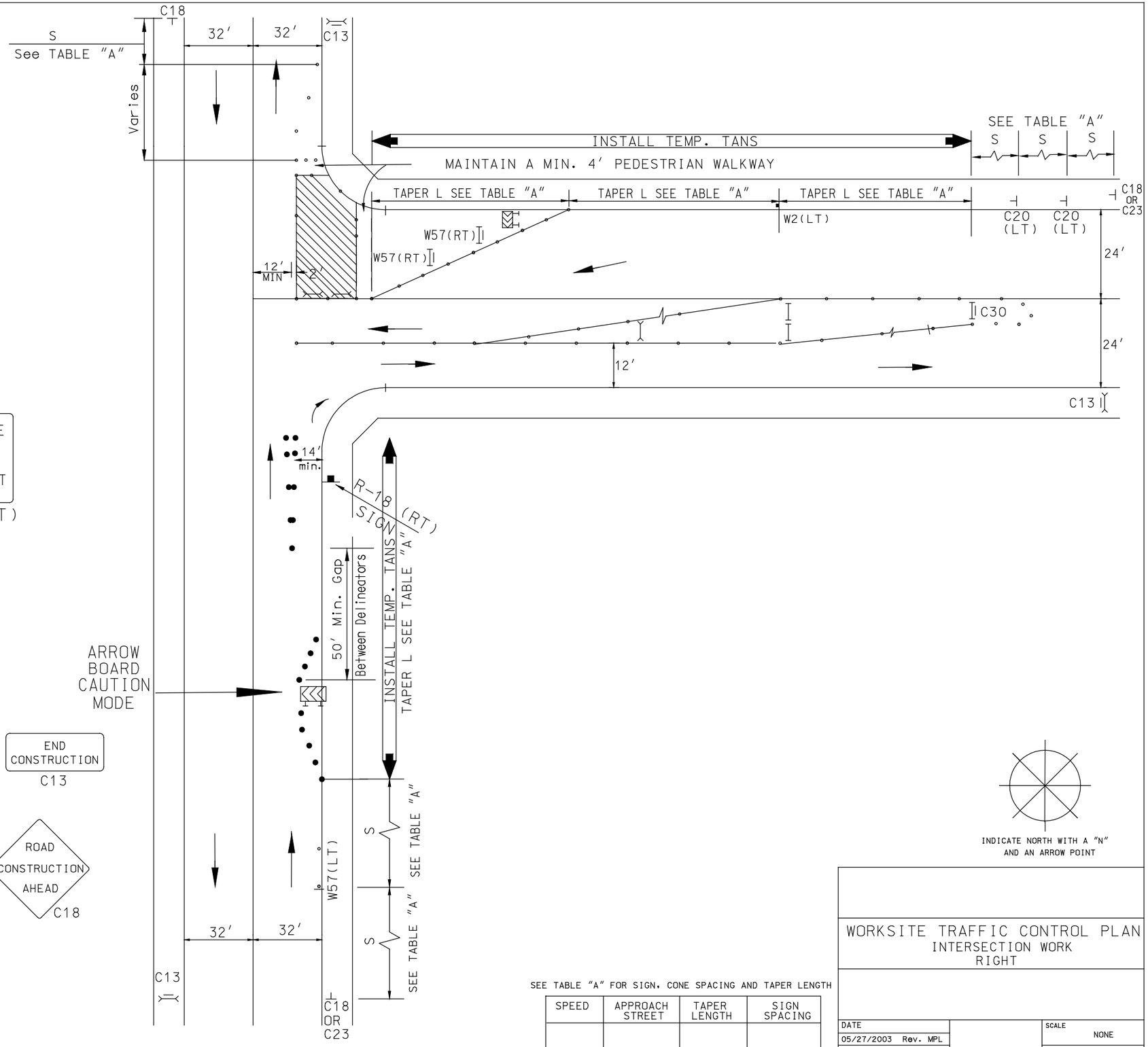


CLIP ON TYPE
CONE MOUNTED SIGNS

R18 (RT)







SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

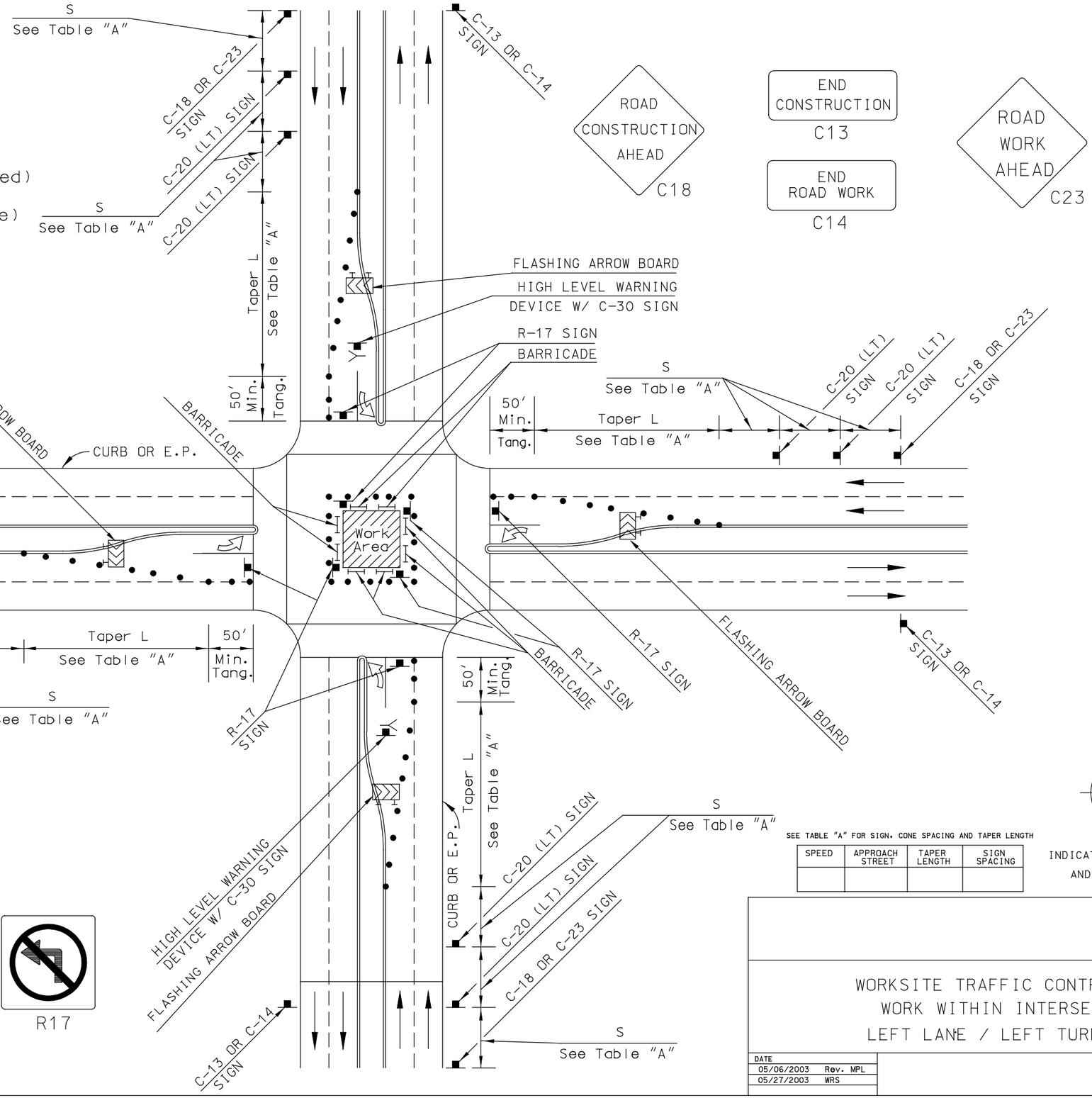
INDICATE NORTH WITH A "N"
AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION WORK
RIGHT

DATE		SCALE
05/27/2003 Rev. MPL		NONE
06/05/2003 WRS		DRAWING NO. 7

LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger



CENTER OR RIGHT

NO. OF LANES

LEFT LANE CLOSED AHEAD

C20

LANE CLOSED

C30

R17

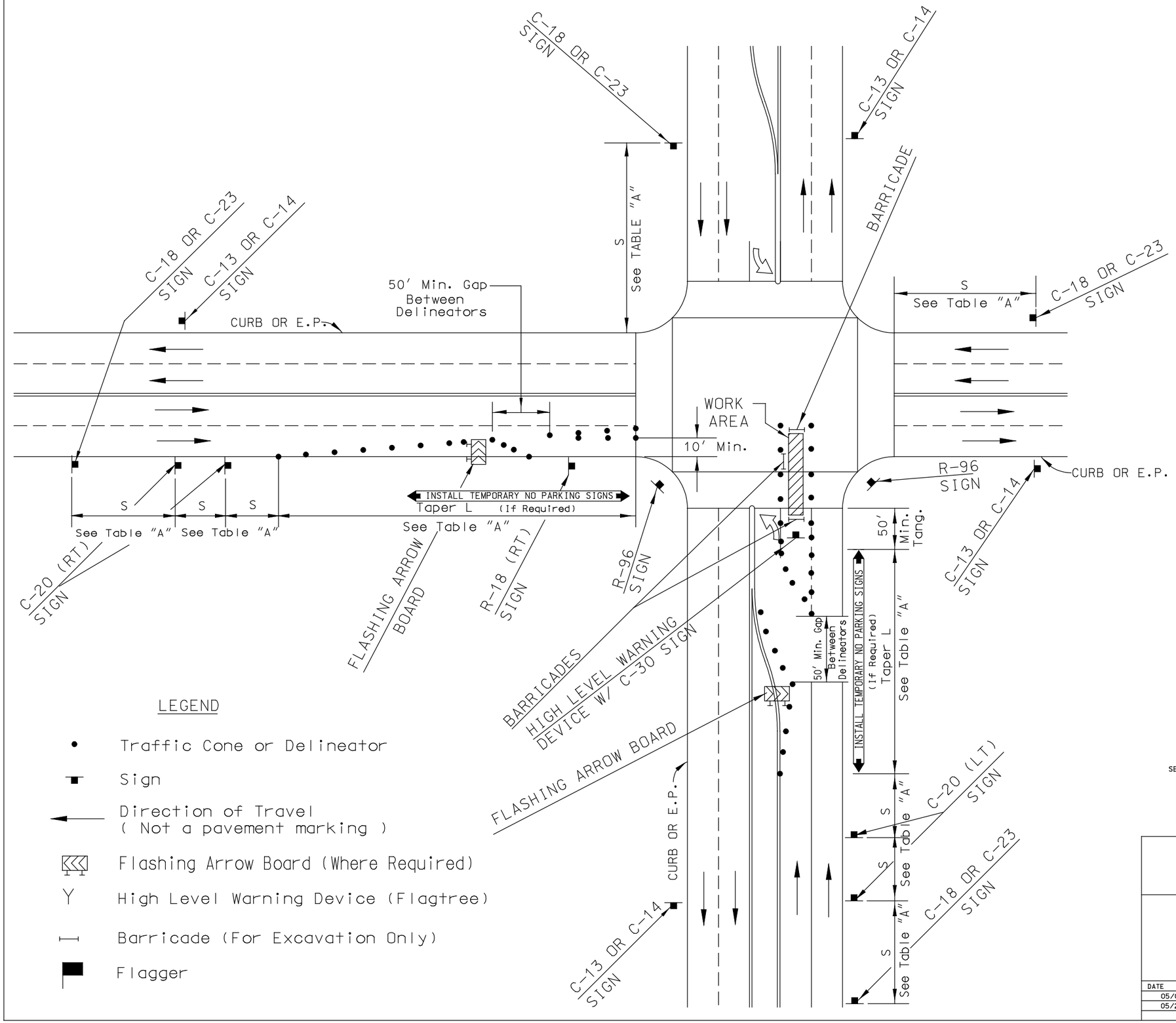
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
WORK WITHIN INTERSECTION
LEFT LANE / LEFT TURN LANE

DATE		SCALE
05/06/2003	Rev. MPL	NONE
05/27/2003	WRS	DRAWING NO. 8



LANE CLOSED
C30

ROAD CONSTRUCTION AHEAD
C18

ROAD WORK AHEAD
C23

END CONSTRUCTION
C13

END ROAD WORK
C14

CENTER OR RIGHT

NO. OF LANES

LEFT LANE CLOSED AHEAD
C20

LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

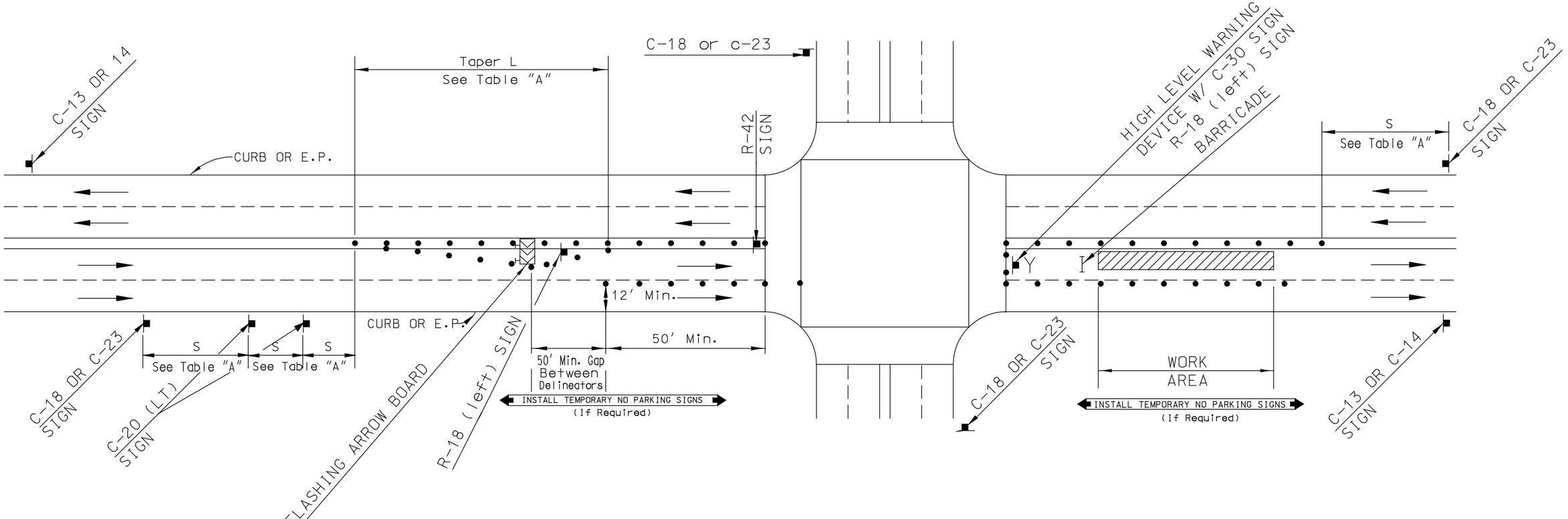
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
WORK WITHIN INTERSECTION
RIGHT LANE / LEFT LANE

DATE		SCALE
05/06/2003 Rev. MPL 05/27/2003 WRS		NONE
		DRAWING NO. 9



LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

END CONSTRUCTION
C13

END ROAD WORK
C14

ROAD WORK AHEAD
C23

ROAD CONSTRUCTION AHEAD
C18

LANE CLOSED
C30

CENTER OR RIGHT
NO. OF LANES
LEFT LANE CLOSED AHEAD
C20

LEFT TURN ONLY
R-42

LEFT LANE MUST TURN LEFT
R18-LT

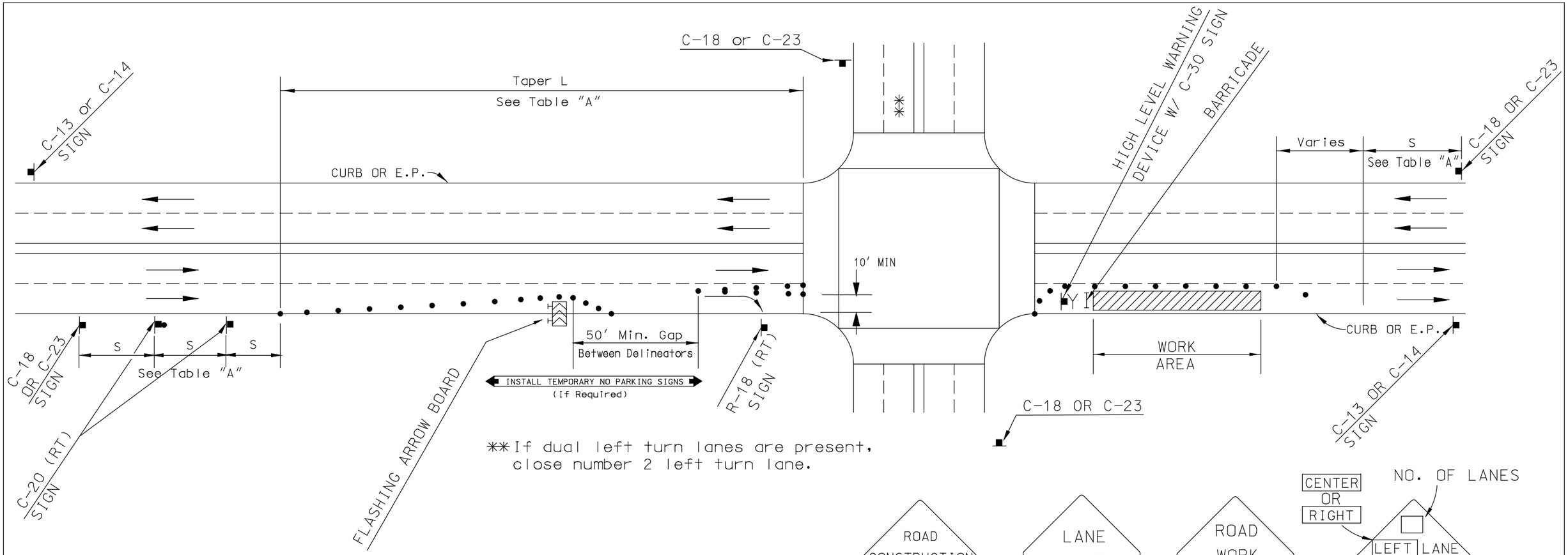
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

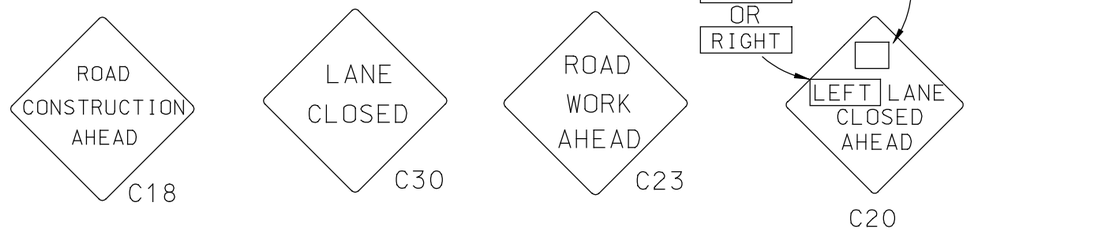
INDICATE NORTH WITH A "N" AND AN ARROW POINT

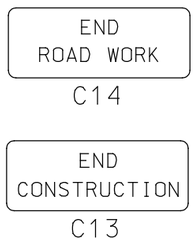
WORKSITE TRAFFIC CONTROL PLAN
WORK BEYOND INTERSECTION (LEFT LANE)

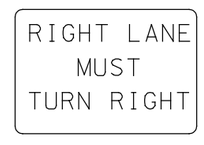
DATE		SCALE
05/06/2003 Rev. MPL		NONE
05/27/2003 WRS		DRAWING NO. 10



**If dual left turn lanes are present, close number 2 left turn lane.





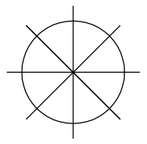


LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

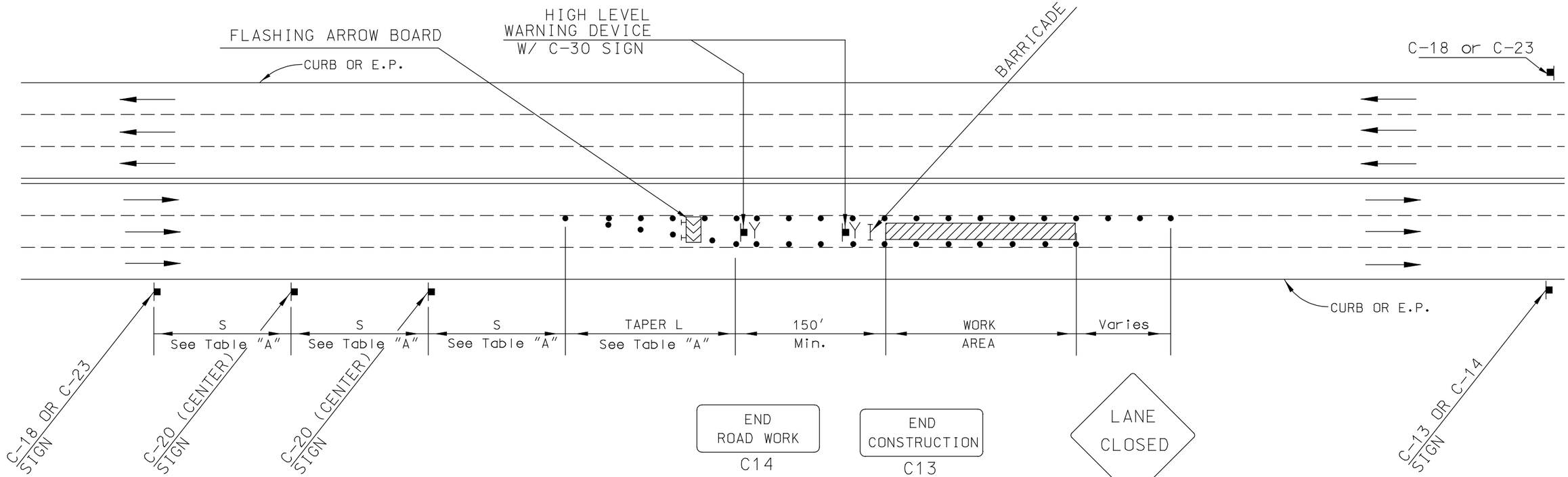
SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

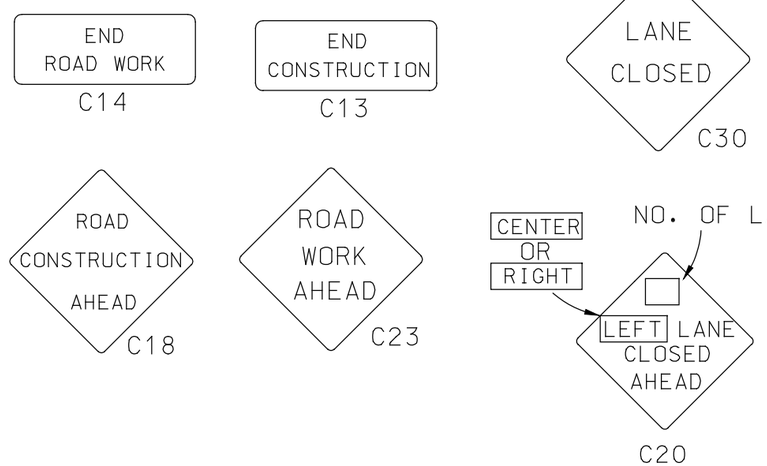


INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
WORK BEYOND INTERSECTION (RIGHT LANE)

DATE		SCALE
05/06/2003 Rev. MPL		NONE
05/27/2003 WRS		DRAWING NO. 11



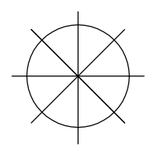


LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

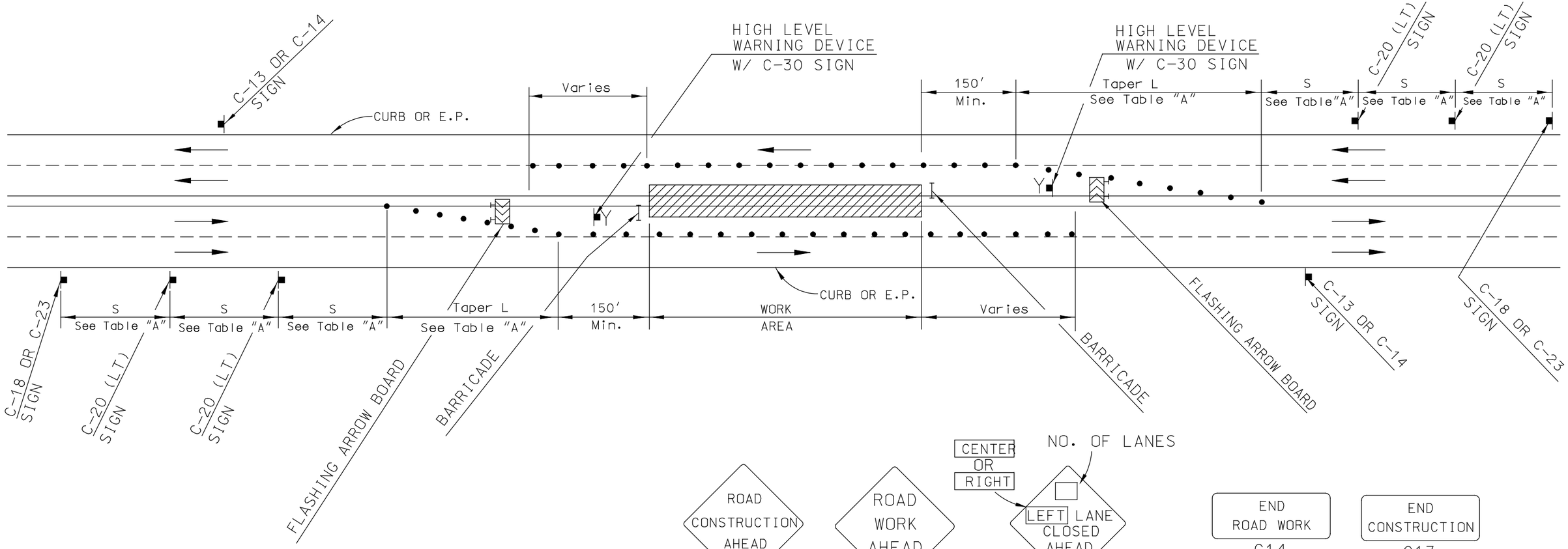
SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

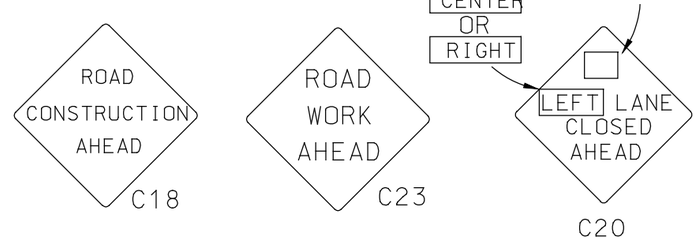


INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
MIDDLE LANE CLOSURE

DATE	SCALE
05/06/2003 Rev. MPL 05/27/2003 WRS	NONE
	DRAWING NO. 12





LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- Y High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

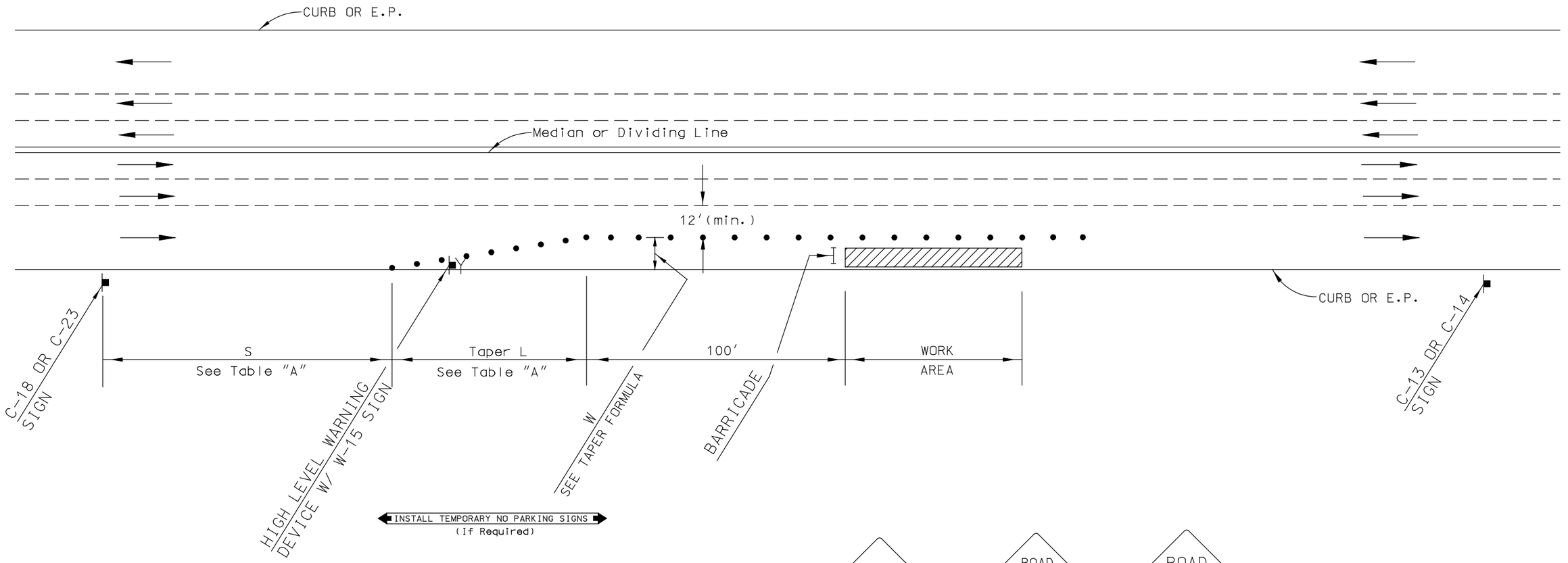
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
WORK IN CENTER OF ROAD

DATE		SCALE
05/06/2003 Rev. MPL 05/27/2003 WRS		NONE
		DRAWING NO. 13



ROAD NARROWS
W15

ROAD CONSTRUCTION AHEAD
C18

ROAD WORK AHEAD
C23

END ROAD WORK
C14

END CONSTRUCTION
C13

LEGEND

- Traffic Cone or Delineator
- Sign
- Direction of Travel (Not a pavement marking)
- Flashing Arrow Board (Where Required)
- High Level Warning Device (Flagtree)
- Barricade (For Excavation Only)
- Flagger

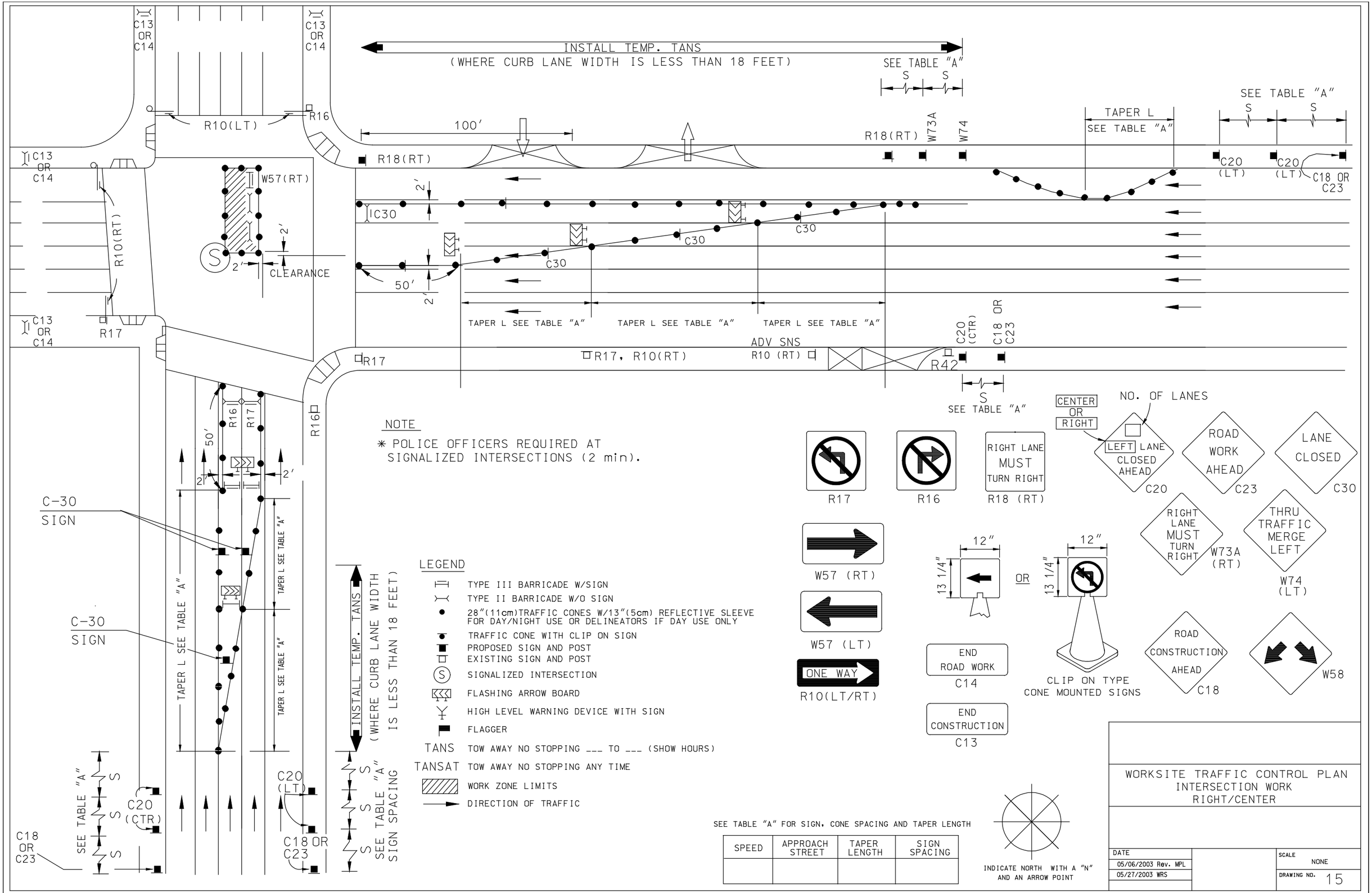
INDICATE NORTH WITH A "N" AND AN ARROW POINT

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

WORKSITE TRAFFIC CONTROL PLAN
EDGE OF GUTTER CLOSURE

DATE		SCALE
05/06/2003 Rev. MPL 05/27/2003 WRS		NONE
		DRAWING NO. 14



NOTE

* POLICE OFFICERS REQUIRED AT SIGNALIZED INTERSECTIONS (2 min).

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

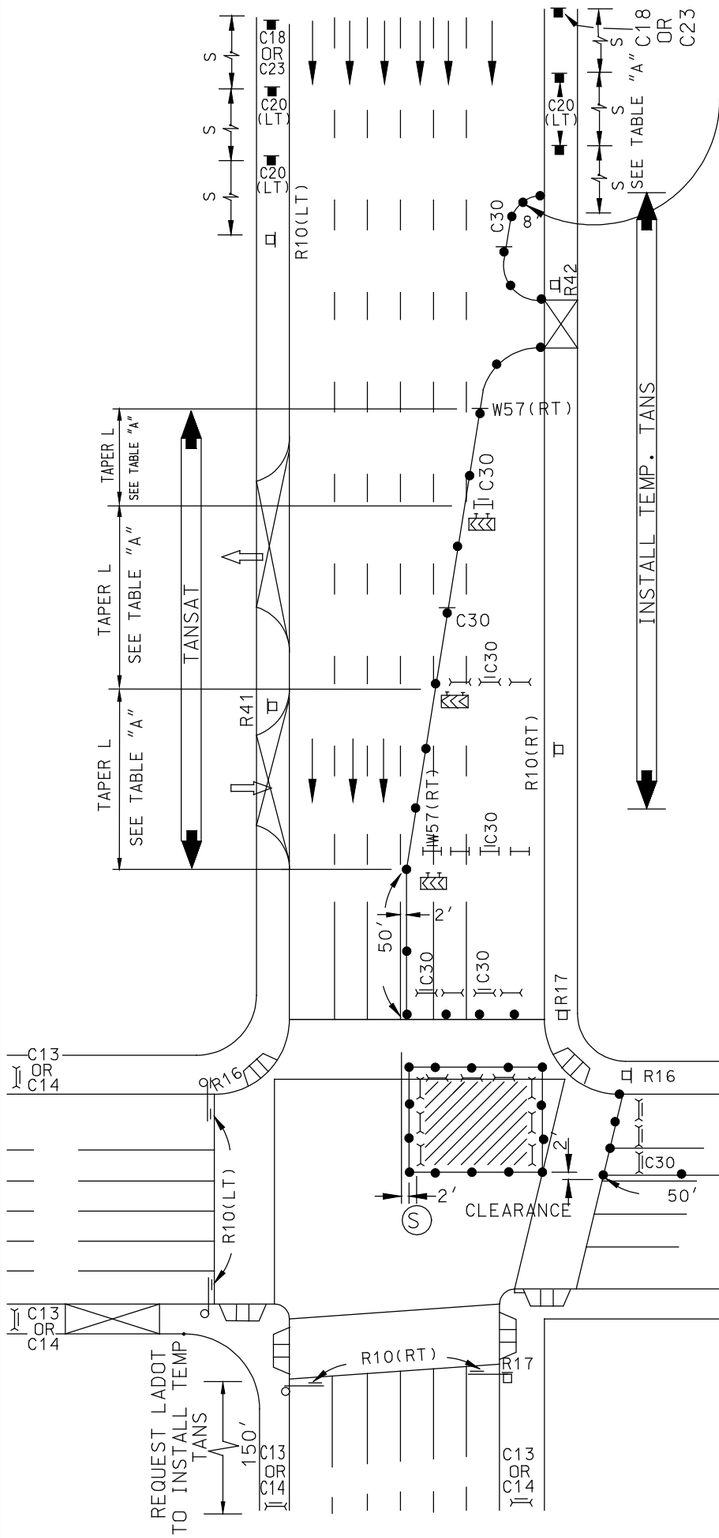
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION WORK
RIGHT/CENTER

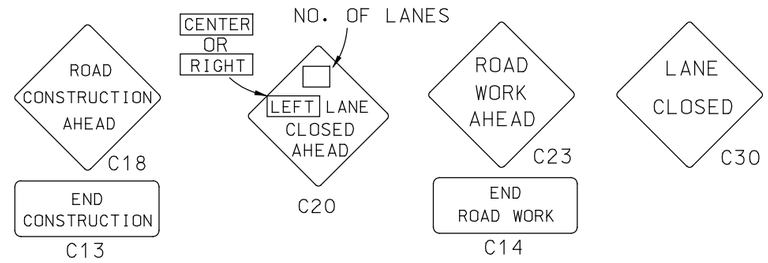
DATE	SCALE
05/06/2003 Rev. MPL	NONE
05/27/2003 WRS	DRAWING NO. 15

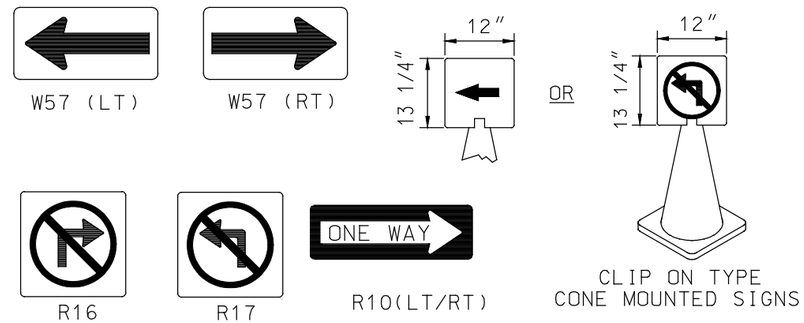


USE BULL NOSE ONLY IF TAPER TERMINATES IN PARKING LANE; OTHERWISE EXTEND USING APPROPRIATE TAPER LENGTH (SEE TABLE "A")

LEGEND

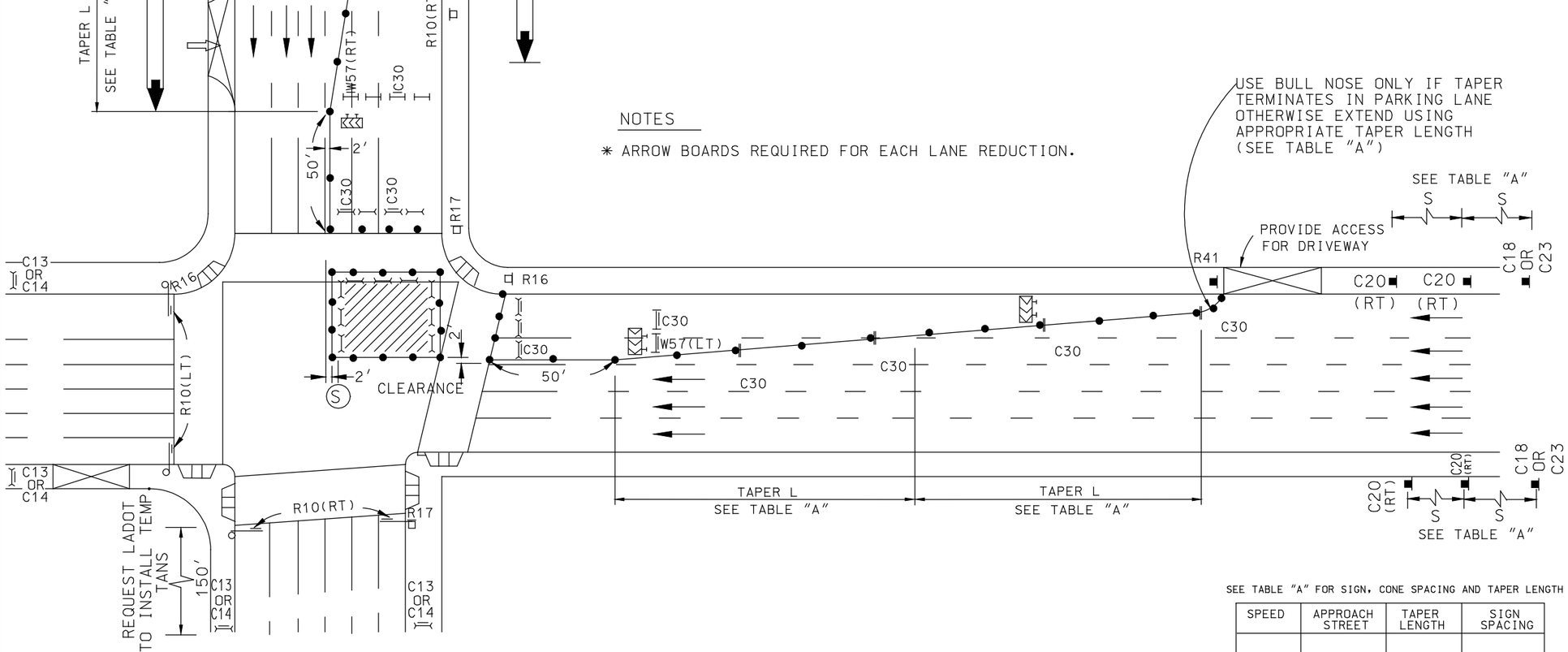
- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS — TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT — TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC





NOTES

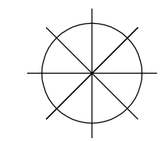
* ARROW BOARDS REQUIRED FOR EACH LANE REDUCTION.



USE BULL NOSE ONLY IF TAPER TERMINATES IN PARKING LANE OTHERWISE EXTEND USING APPROPRIATE TAPER LENGTH (SEE TABLE "A")

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING



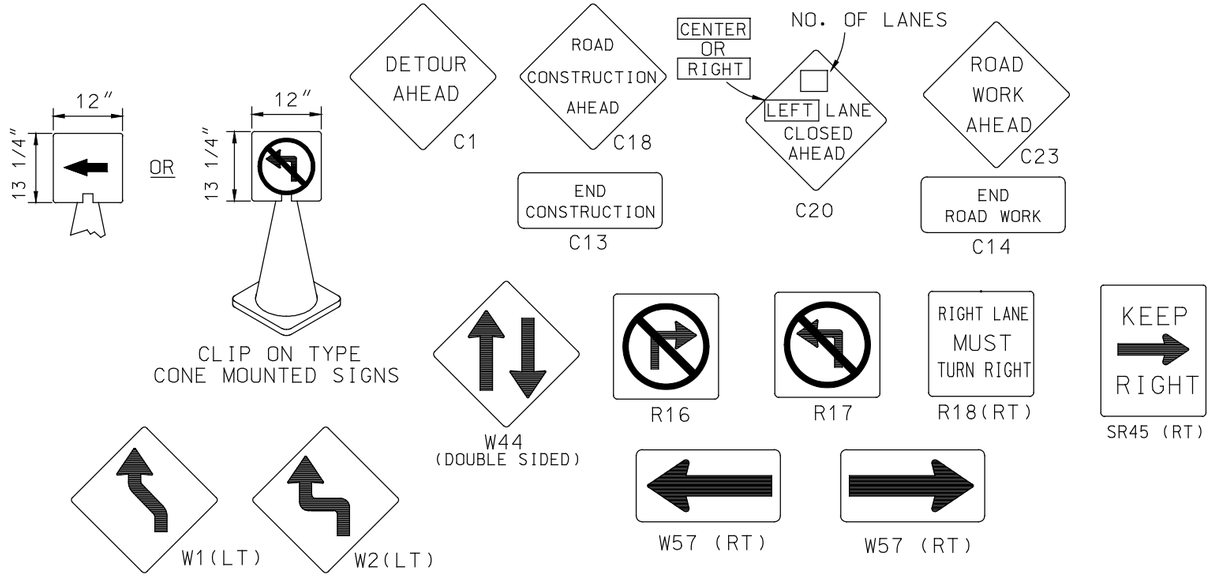
INDICATE NORTH WITH A "N" AND AN ARROW POINT

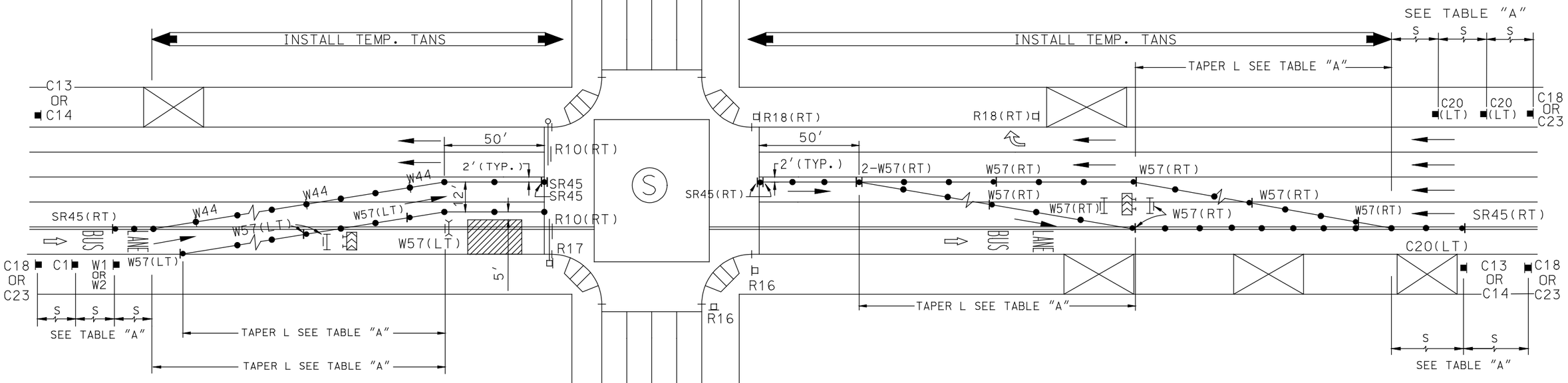
WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION WORK
RIGHT/LEFT

DATE		SCALE
05/27/2003 Rev. MPL		NONE
05/29/2003 WRS		DRAWING NO. 16

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC





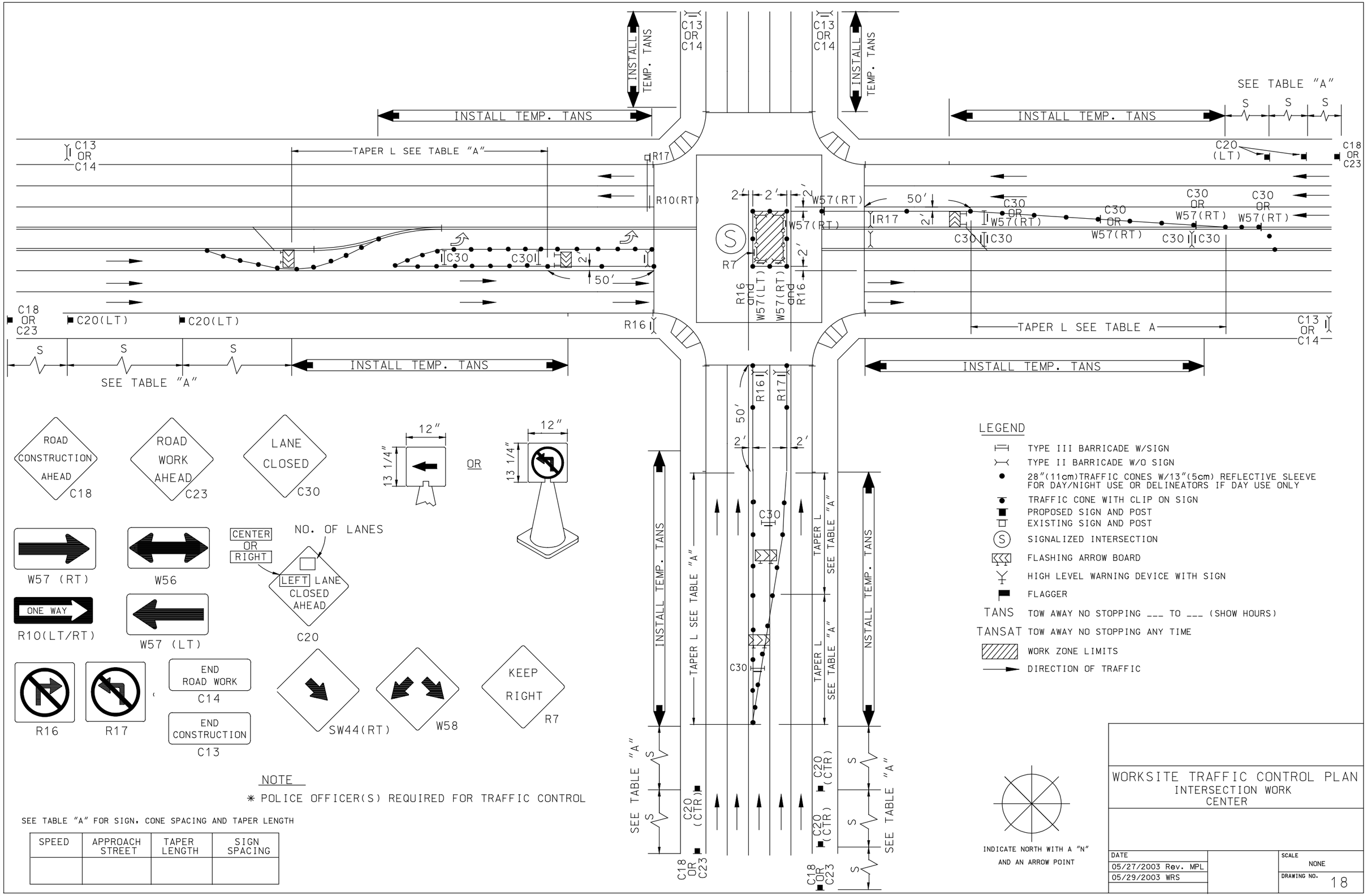
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
BEYOND INTERSECTION FAR LEFT

DATE		SCALE
05/27/2003 Rev. MPL		NONE
05/29/2003 WRS		DRAWING NO. 17



NOTE

* POLICE OFFICER(S) REQUIRED FOR TRAFFIC CONTROL

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

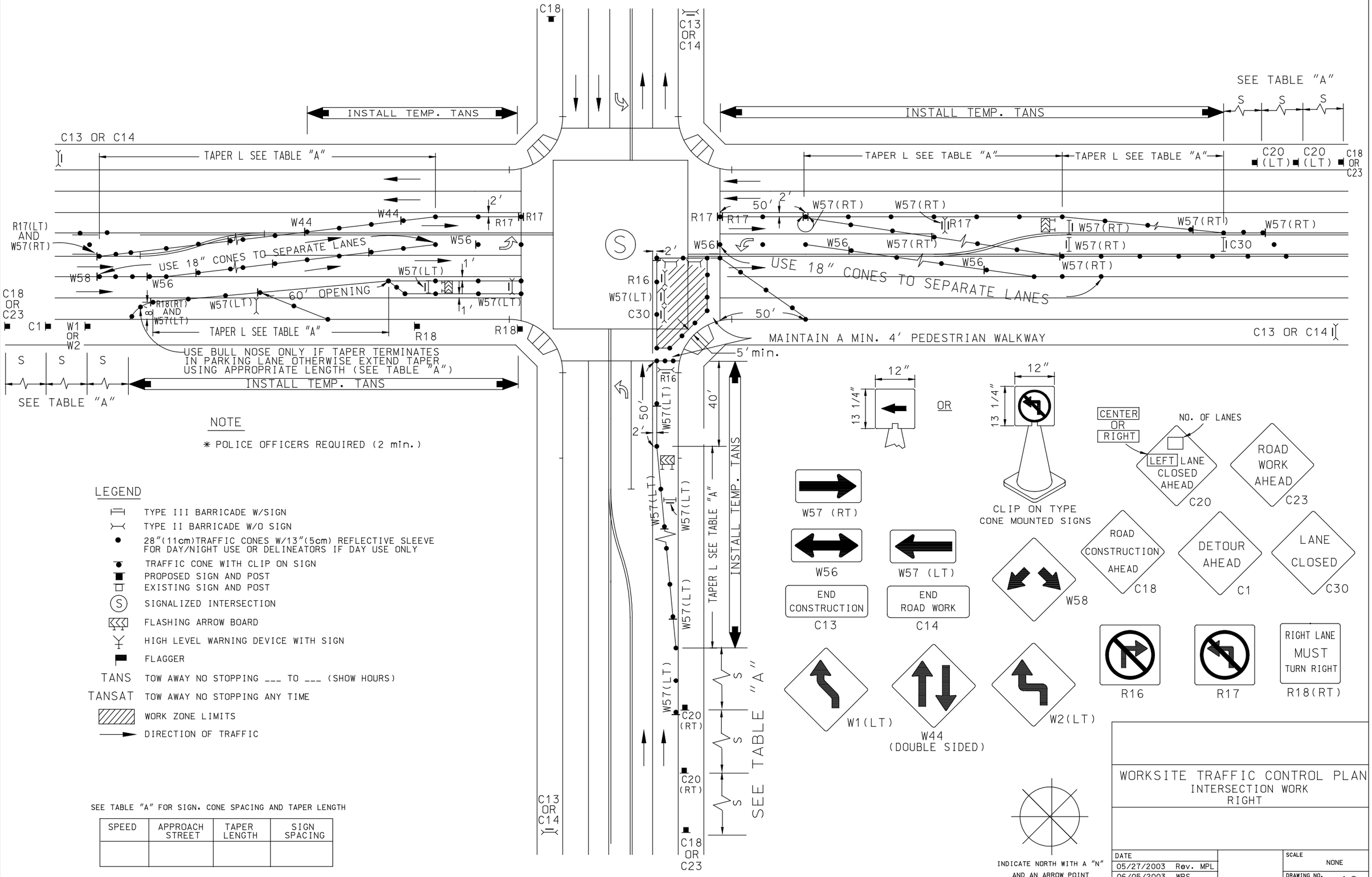
LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION WORK CENTER

DATE	SCALE
05/27/2003 Rev. MPL 05/29/2003 WRS	NONE
	DRAWING NO. 18



NOTE

* POLICE OFFICERS REQUIRED (2 min.)

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION WORK
RIGHT

DATE	SCALE
05/27/2003 Rev. MPL	NONE
06/05/2003 WRS	DRAWING NO. 19

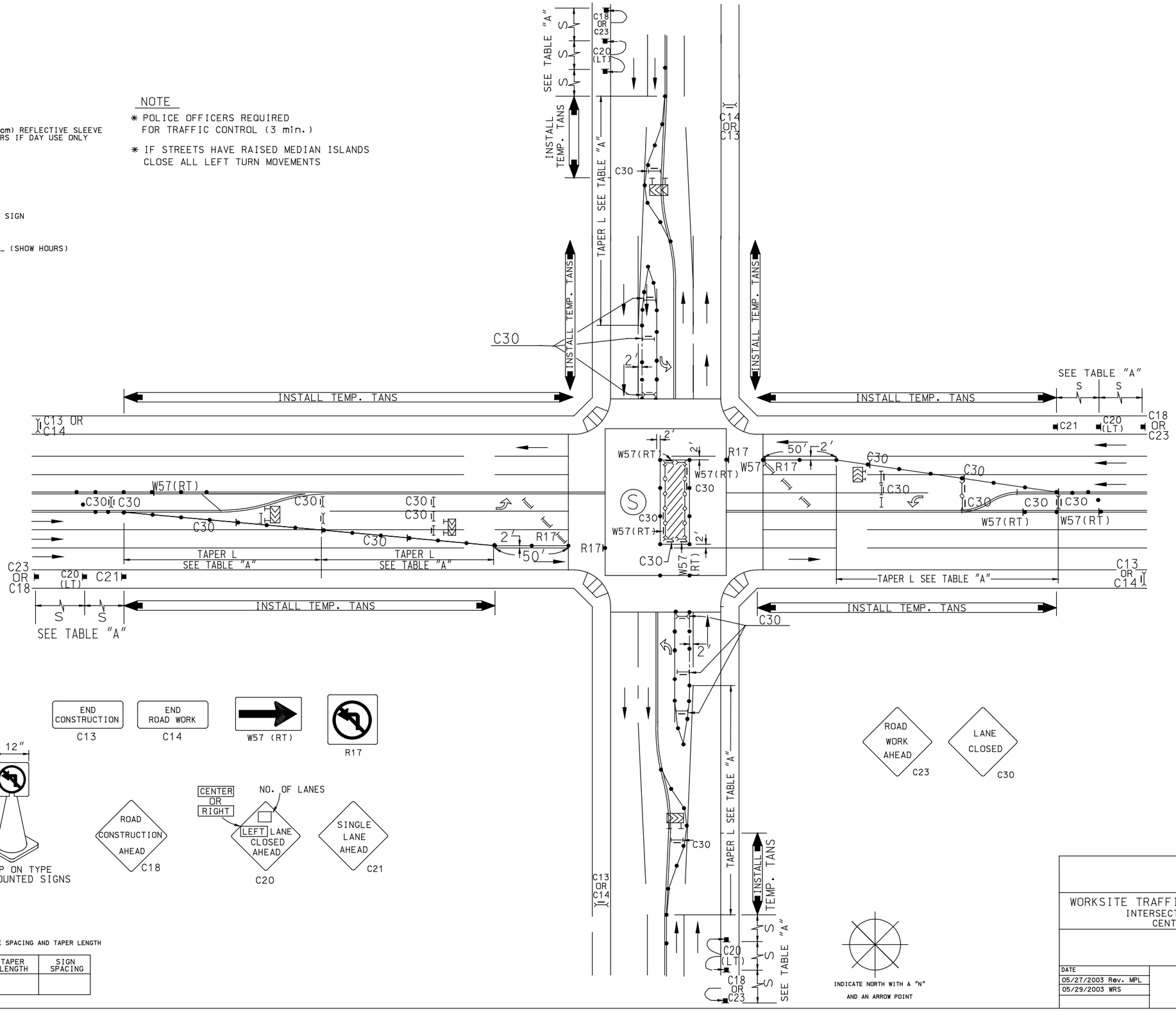
LEGEND

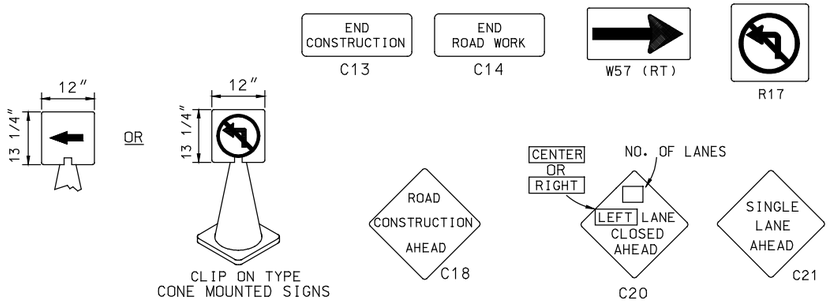
- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

2′ = 0.6m

NOTE

* POLICE OFFICERS REQUIRED FOR TRAFFIC CONTROL (3 min.)
* IF STREETS HAVE RAISED MEDIAN ISLANDS CLOSE ALL LEFT TURN MOVEMENTS





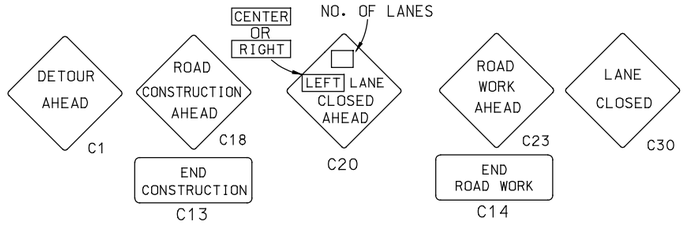
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

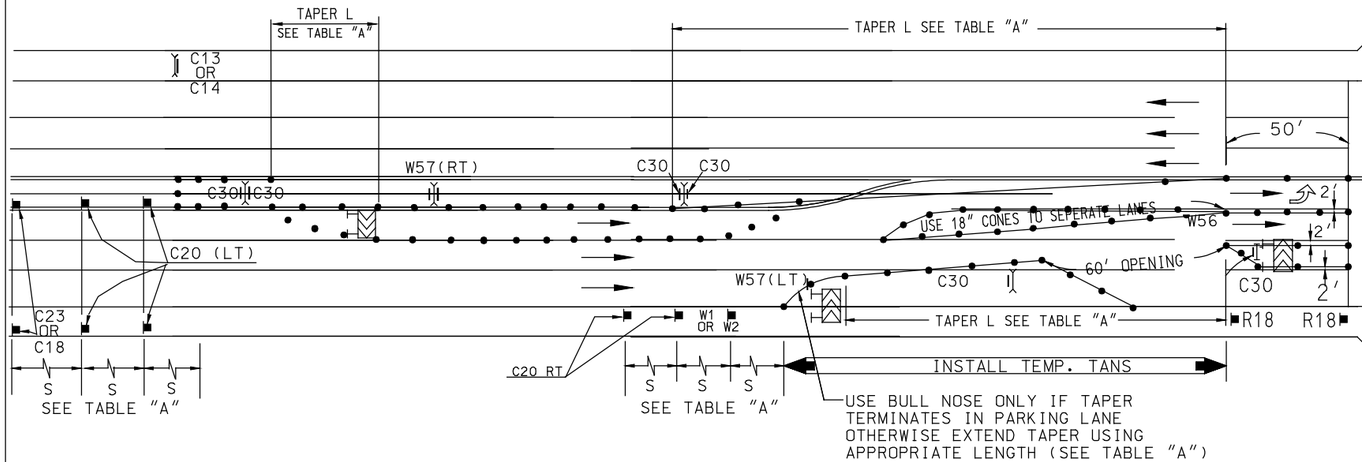
SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

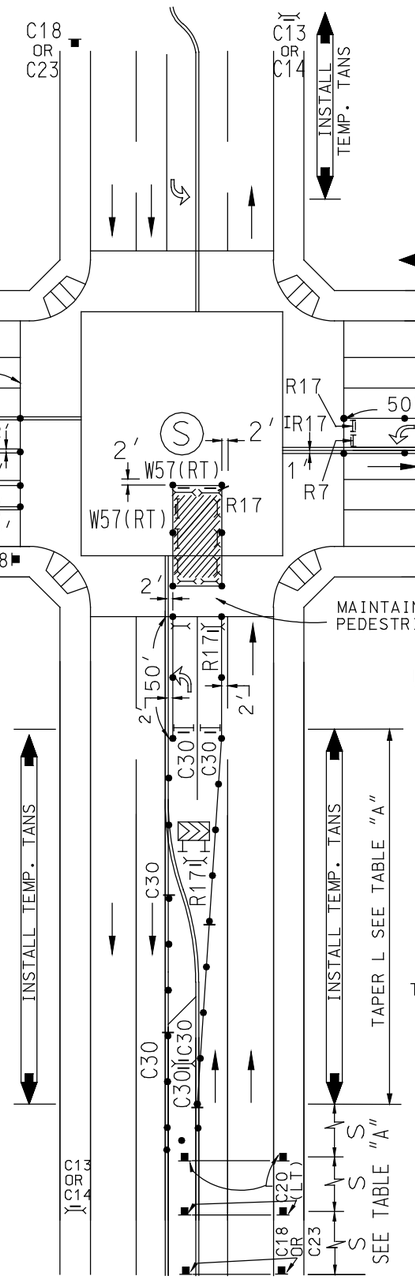
REF: WTCP-7/23

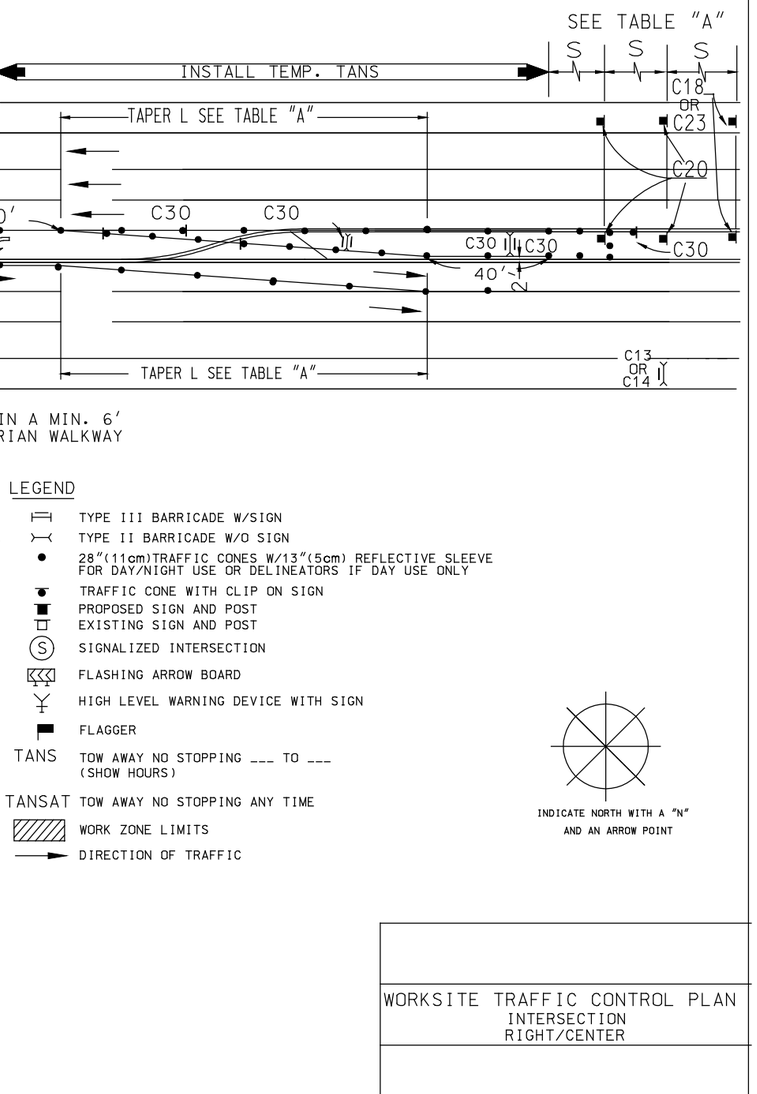
WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION WORK
CENTER

DATE	SCALE
05/27/2003 Rev. MPL	NONE
05/29/2003 WRS	DRAWING NO. 20







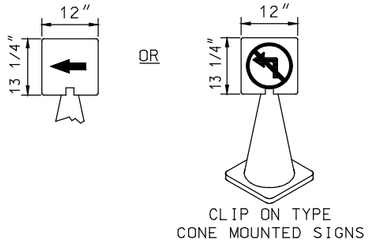


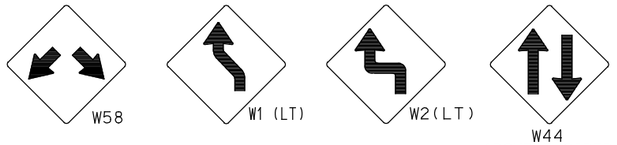
NOTE

* POLICE OFFICERS REQUIRED FOR TRAFFIC CONTROL (2 MIN.)
* PROVIDE DETAILED DETOUR PLAN FOR RESTRICTED LEFT TURN MOVEMENTS

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC





SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

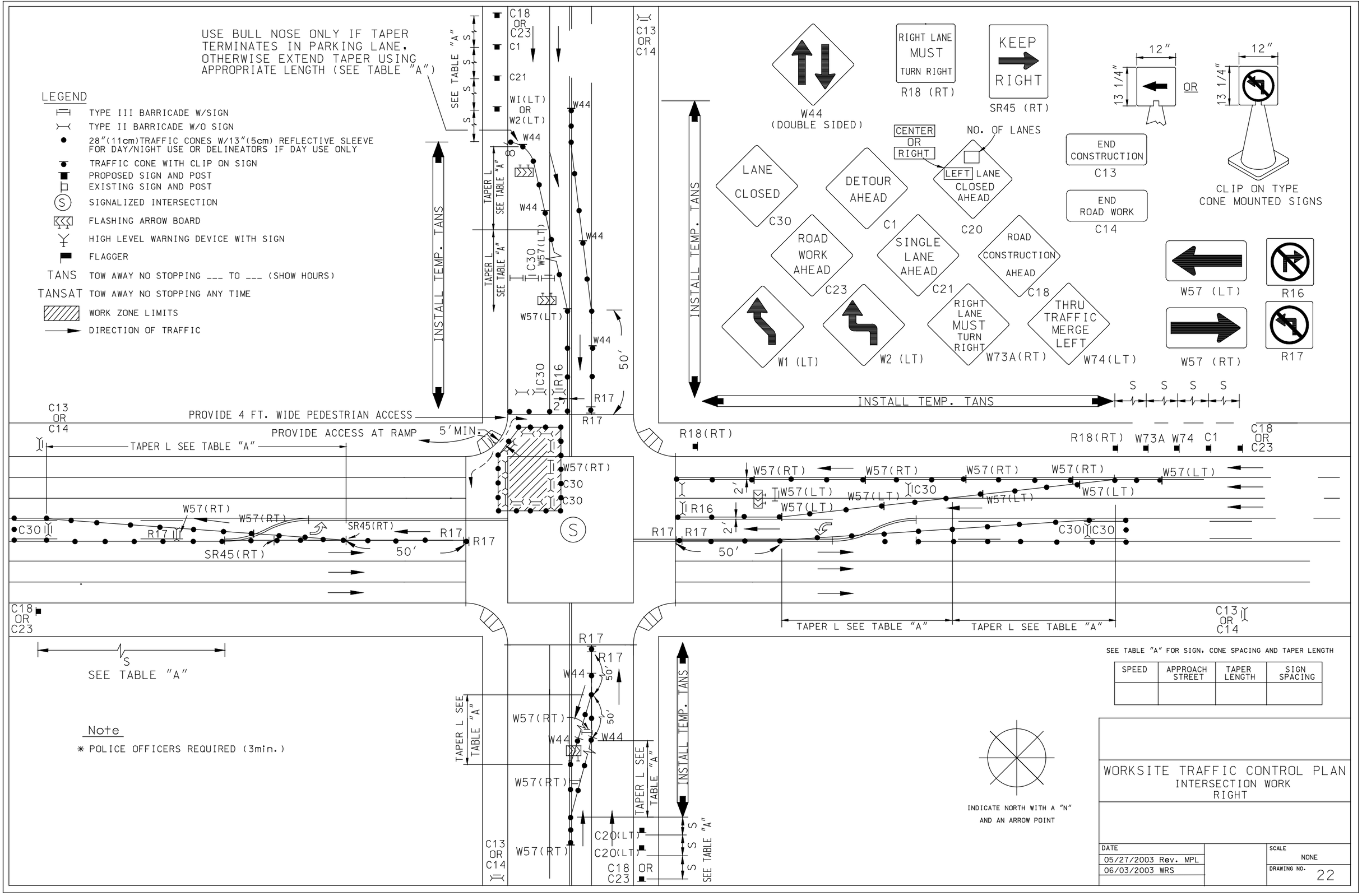
WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION
RIGHT/CENTER

DATE	SCALE
05/27/2003 Rev. MPL 05/29/2003 WRS	NONE
	DRAWING NO. 21

USE BULL NOSE ONLY IF TAPER TERMINATES IN PARKING LANE, OTHERWISE EXTEND TAPER USING APPROPRIATE LENGTH (SEE TABLE "A")

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC



SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

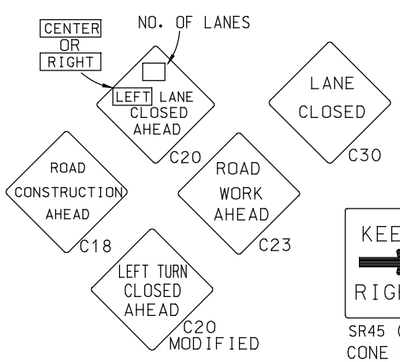
Note

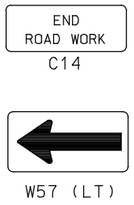
* POLICE OFFICERS REQUIRED (3min.)

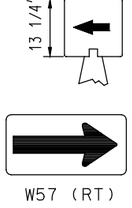
INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION WORK
RIGHT

DATE	SCALE
05/27/2003 Rev. MPL 06/03/2003 WRS	NONE
	DRAWING NO. 22







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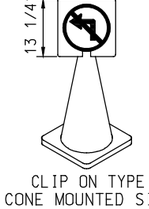
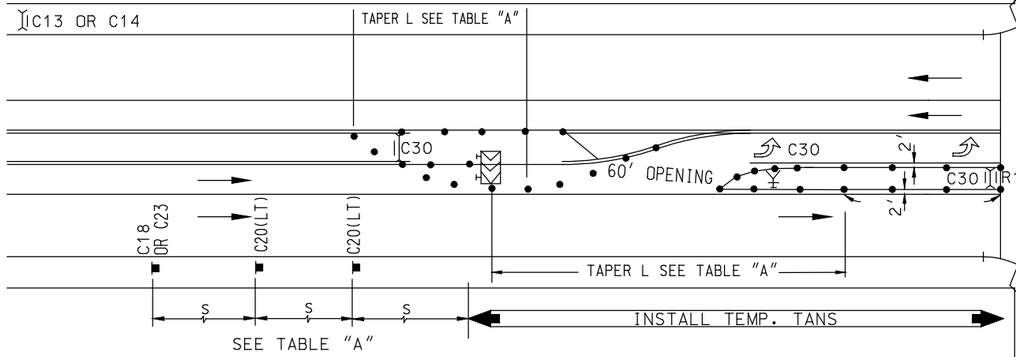
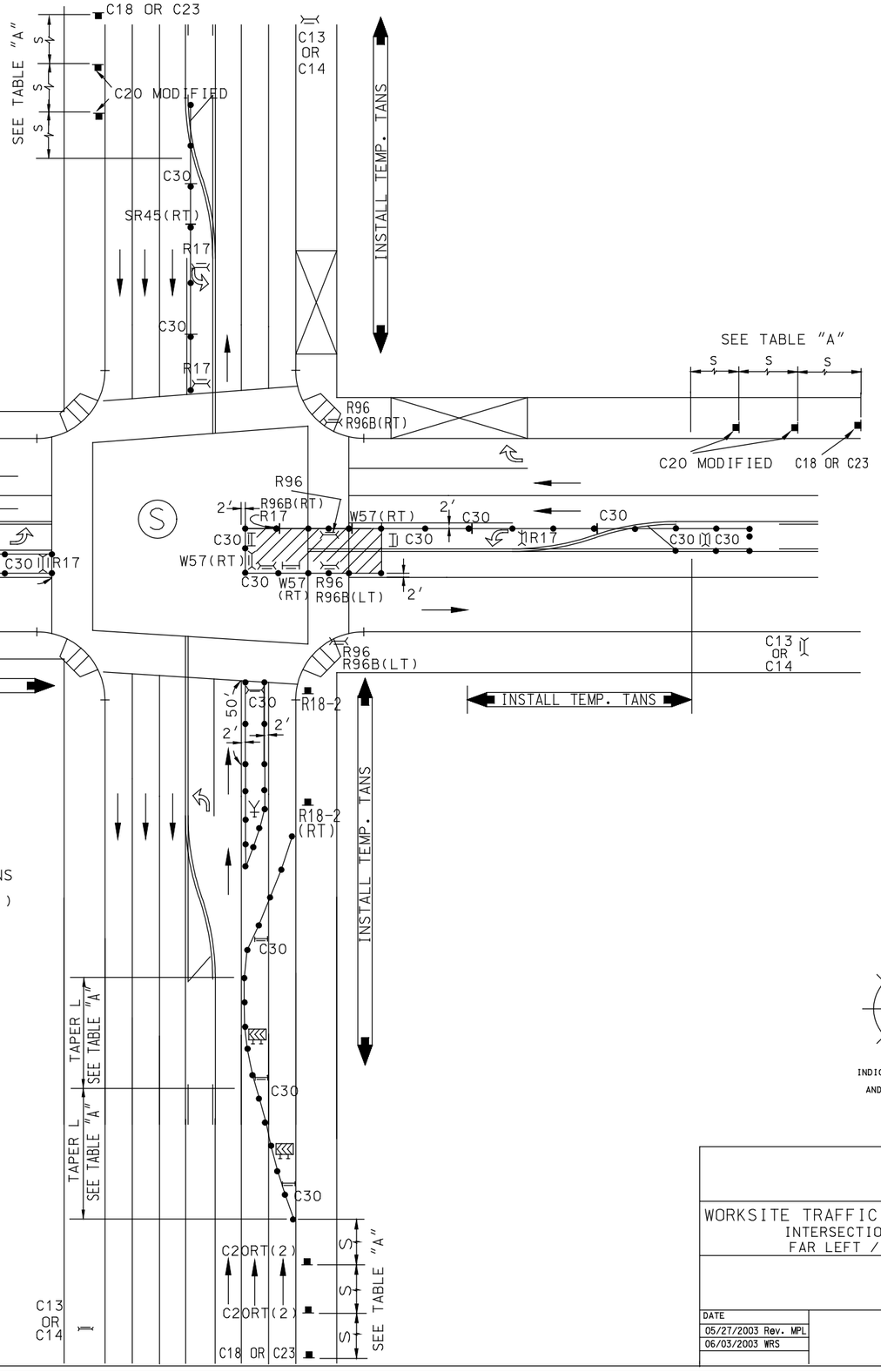






LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

NOTE

* PROVIDE DETAILED DETOUR PLAN FOR RESTRICTED LEFT TURNS
* POLICE OFFICERS REQUIRED DUE TO TRENCH LOCATION(2min.)

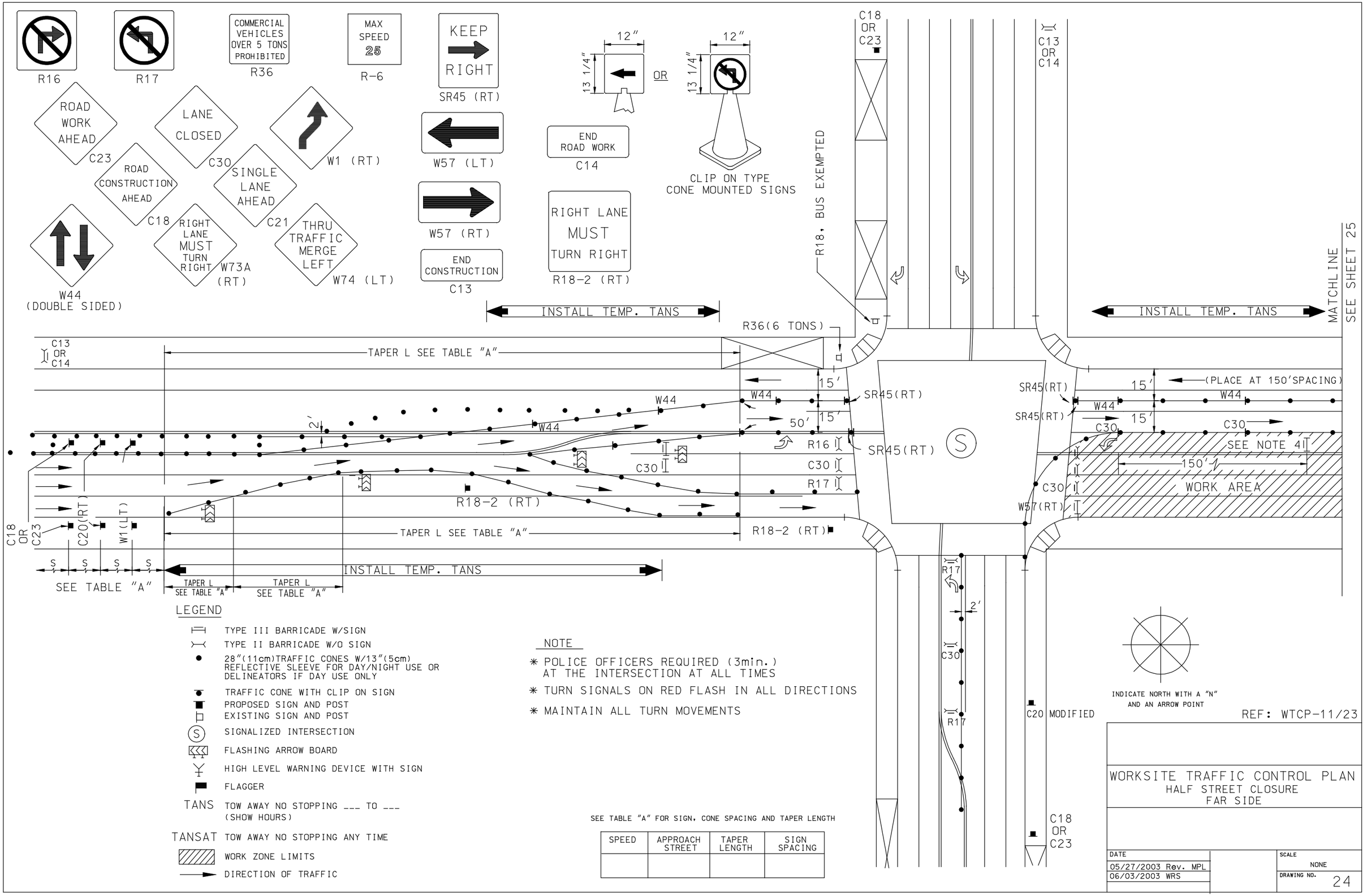
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
INTERSECTION WORK
FAR LEFT / RIGHT

DATE	SCALE
05/27/2003 Rev. MPL 06/03/2003 WRS	NONE
	DRAWING NO. 23



LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

NOTE

* POLICE OFFICERS REQUIRED (3min.) AT THE INTERSECTION AT ALL TIMES
* TURN SIGNALS ON RED FLASH IN ALL DIRECTIONS
* MAINTAIN ALL TURN MOVEMENTS

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

REF: WTCP-11/23

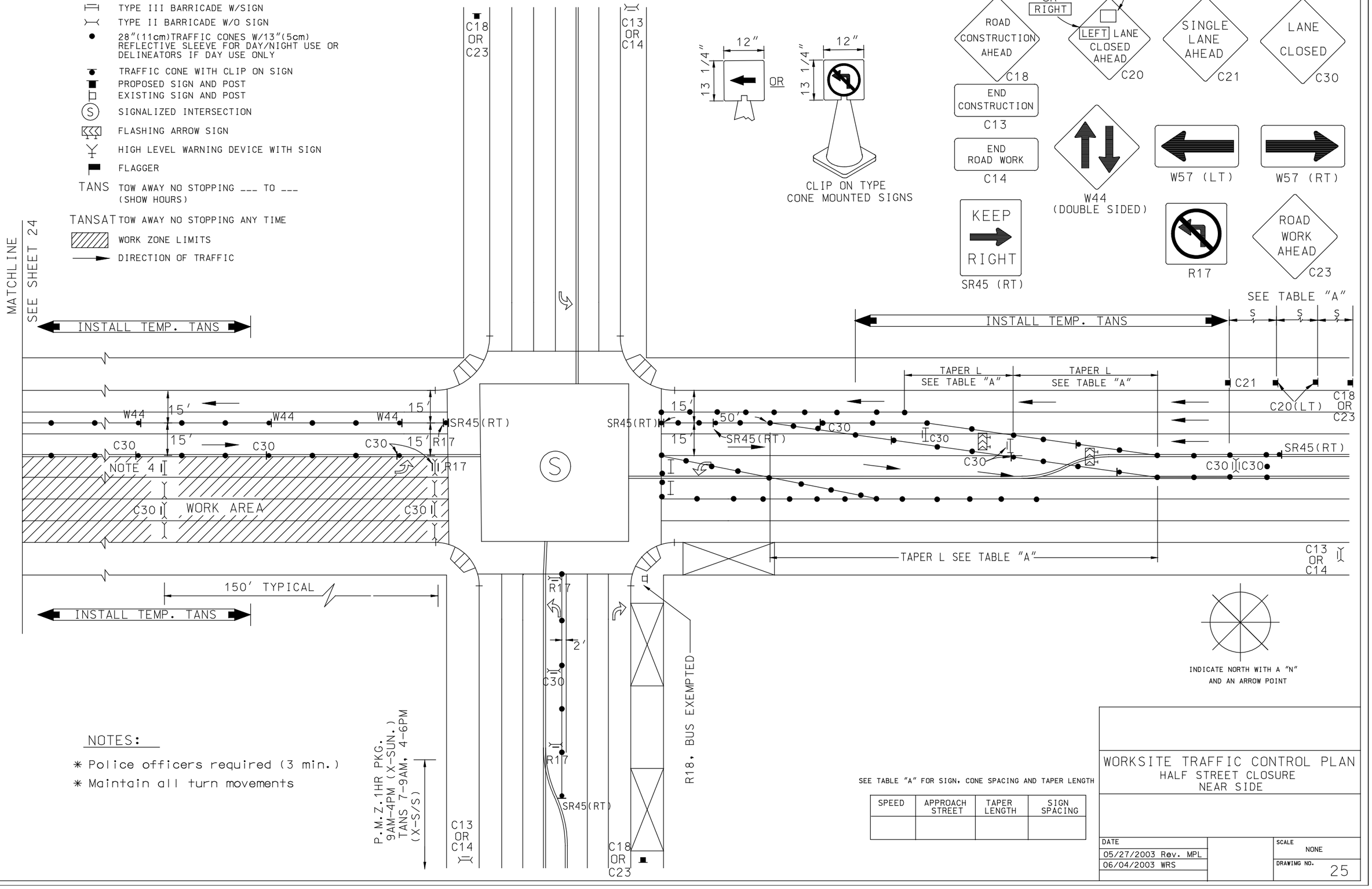
WORKSITE TRAFFIC CONTROL PLAN
HALF STREET CLOSURE
FAR SIDE

DATE	SCALE
05/27/2003 Rev. MPL 06/03/2003 WRS	NONE
	DRAWING NO. 24

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW SIGN
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

CLIP ON TYPE CONE MOUNTED SIGNS



INDICATE NORTH WITH A "N" AND AN ARROW POINT

NOTES:

* Police officers required (3 min.)
* Maintain all turn movements

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

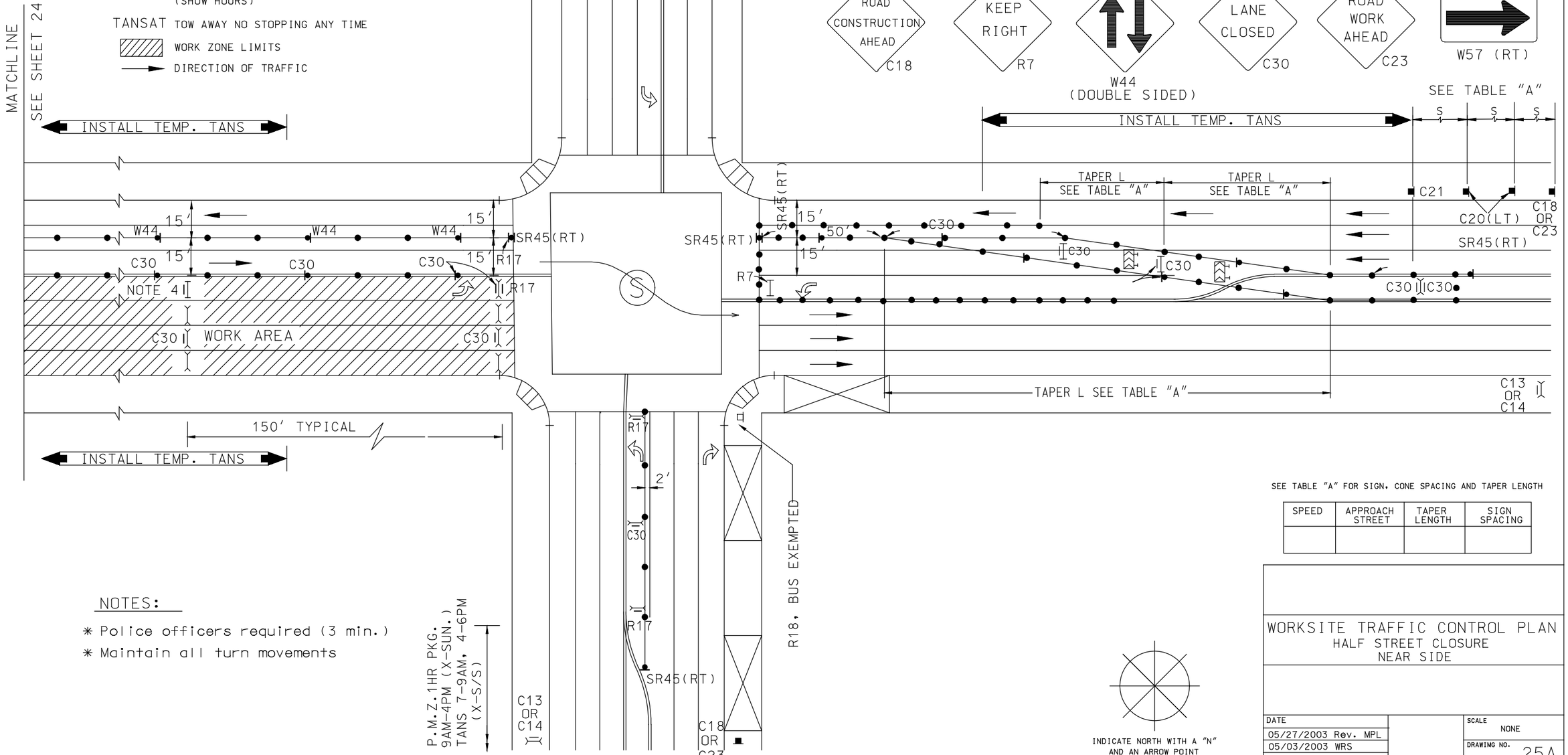
SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

WORKSITE TRAFFIC CONTROL PLAN
HALF STREET CLOSURE
NEAR SIDE

DATE	SCALE
05/27/2003 Rev. MPL 06/04/2003 WRS	NONE
	DRAWING NO. 25

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC



SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

NOTES:

* Police officers required (3 min.)
* Maintain all turn movements

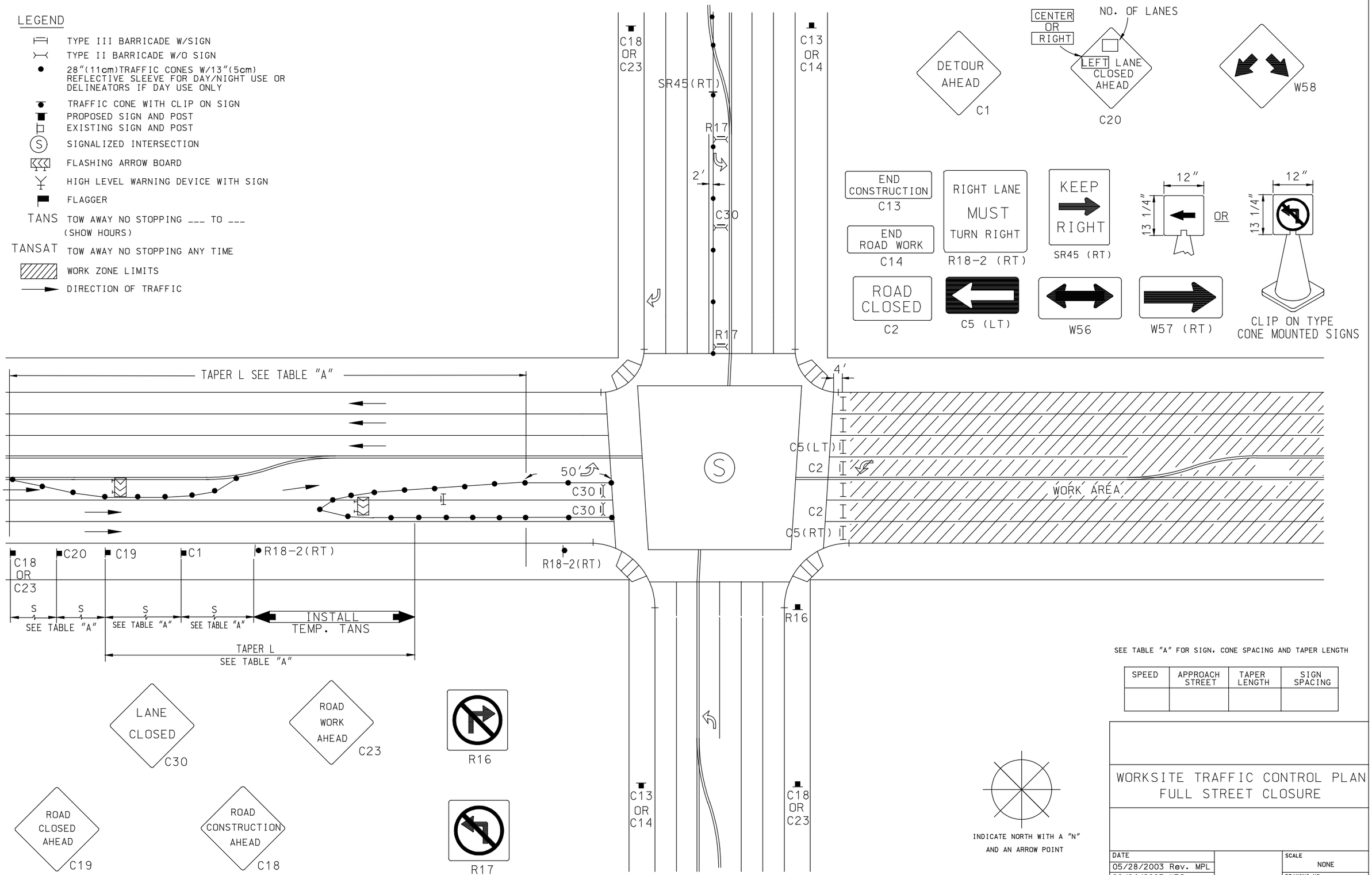
INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
HALF STREET CLOSURE
NEAR SIDE

DATE	SCALE
05/27/2003 Rev. MPL 05/03/2003 WRS	NONE
	DRAWING NO. 25A

LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC



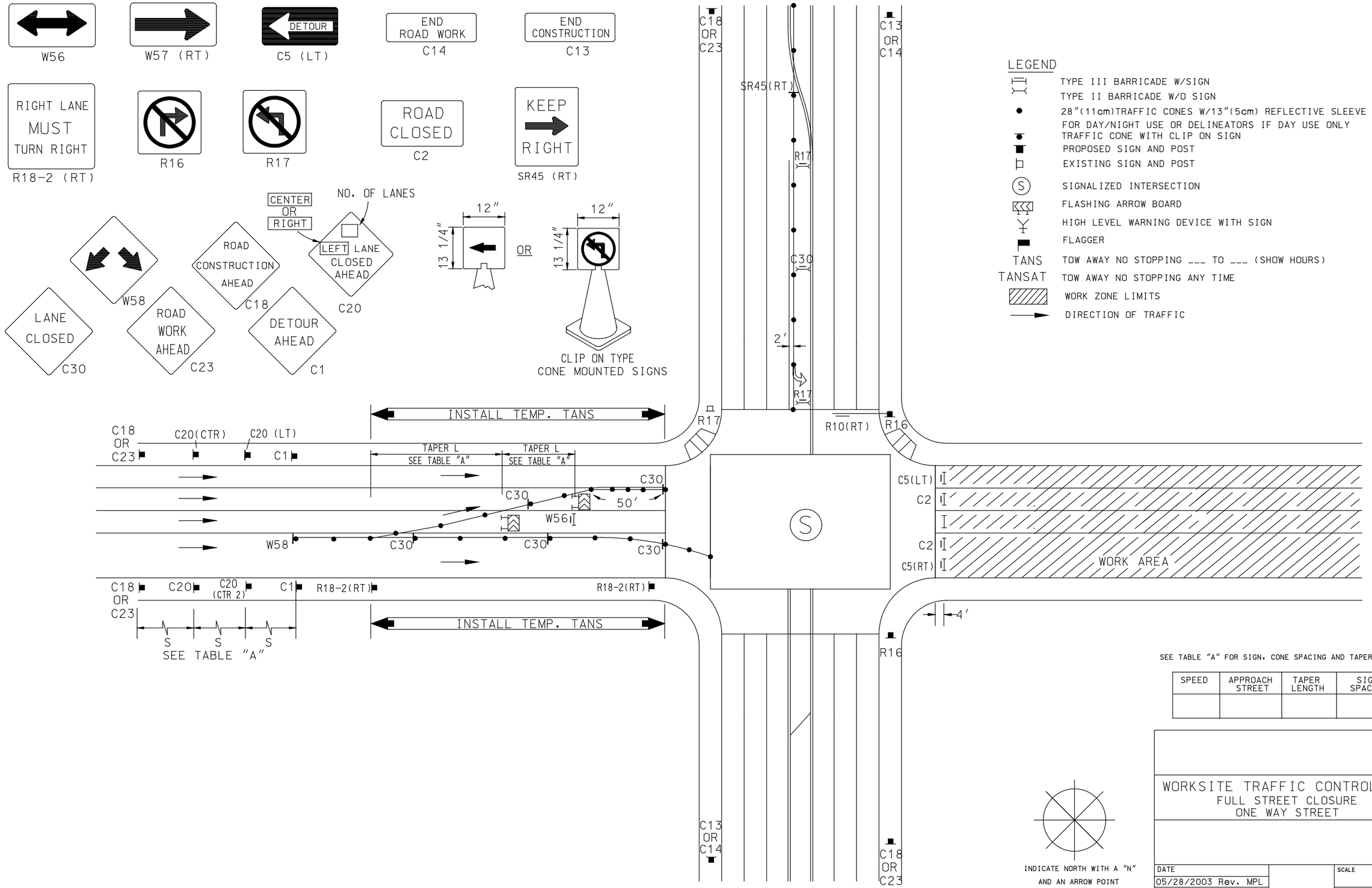
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN FULL STREET CLOSURE

DATE		SCALE
05/28/2003 Rev. MPL		NONE
06/04/2003 WRS		DRAWING NO. 26



LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS — TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT — TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

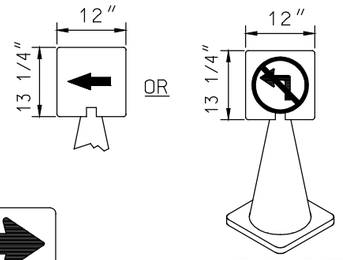
INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN
FULL STREET CLOSURE
ONE WAY STREET

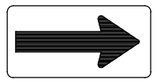
DATE	SCALE
05/28/2003 Rev. MPL	NONE
06/04/2003 WRS	DRAWING NO. 27

LEGEND

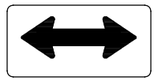
- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___(SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC



CLIP ON TYPE CONE MOUNTED SIGNS



W57 (RT)



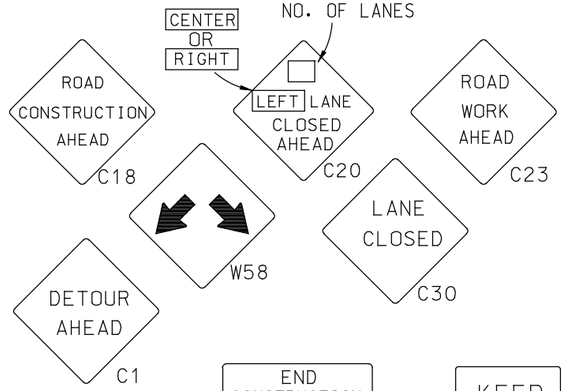
W56

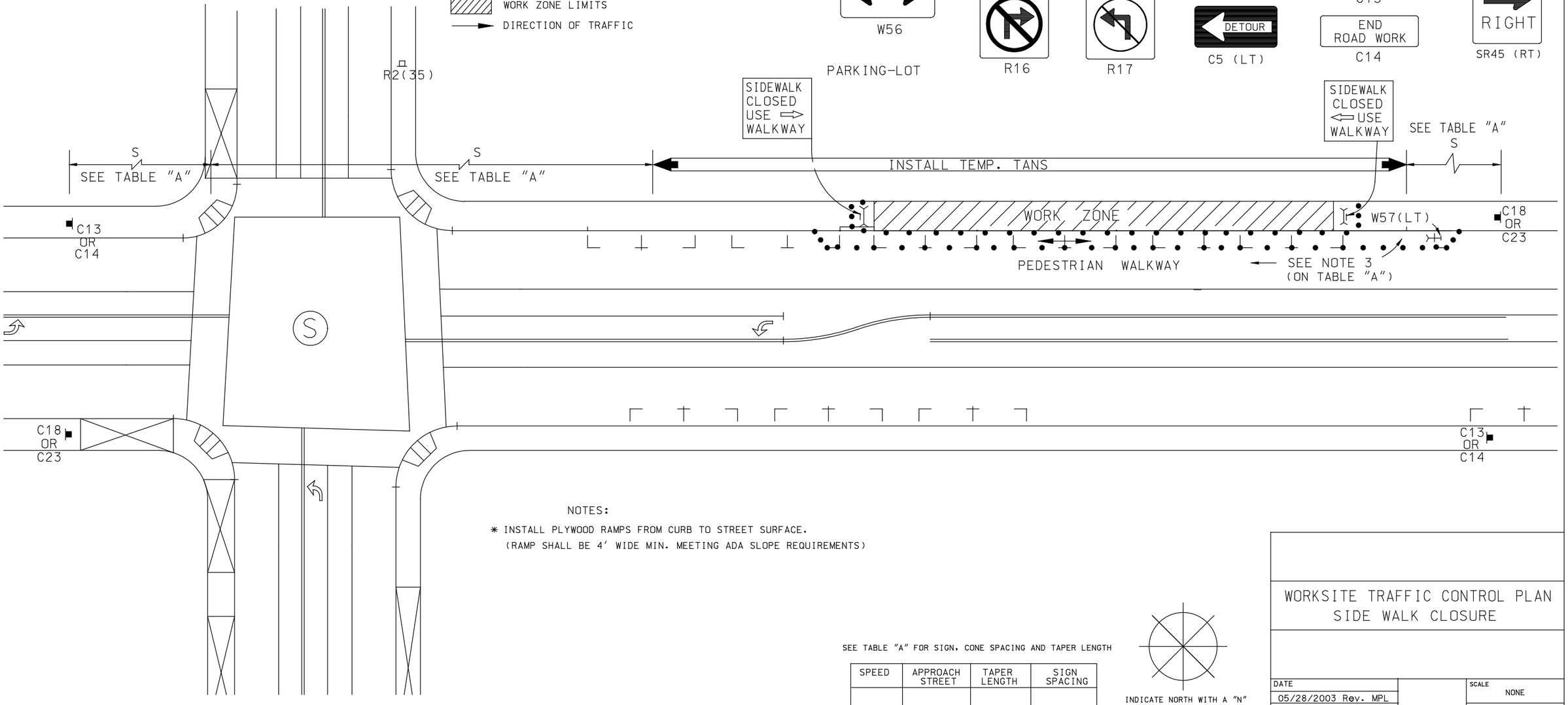
PARKING-LOT

R16

R17

C5 (LT)





NOTES:

* INSTALL PLYWOOD RAMPS FROM CURB TO STREET SURFACE. (RAMP SHALL BE 4' WIDE MIN. MEETING ADA SLOPE REQUIREMENTS)

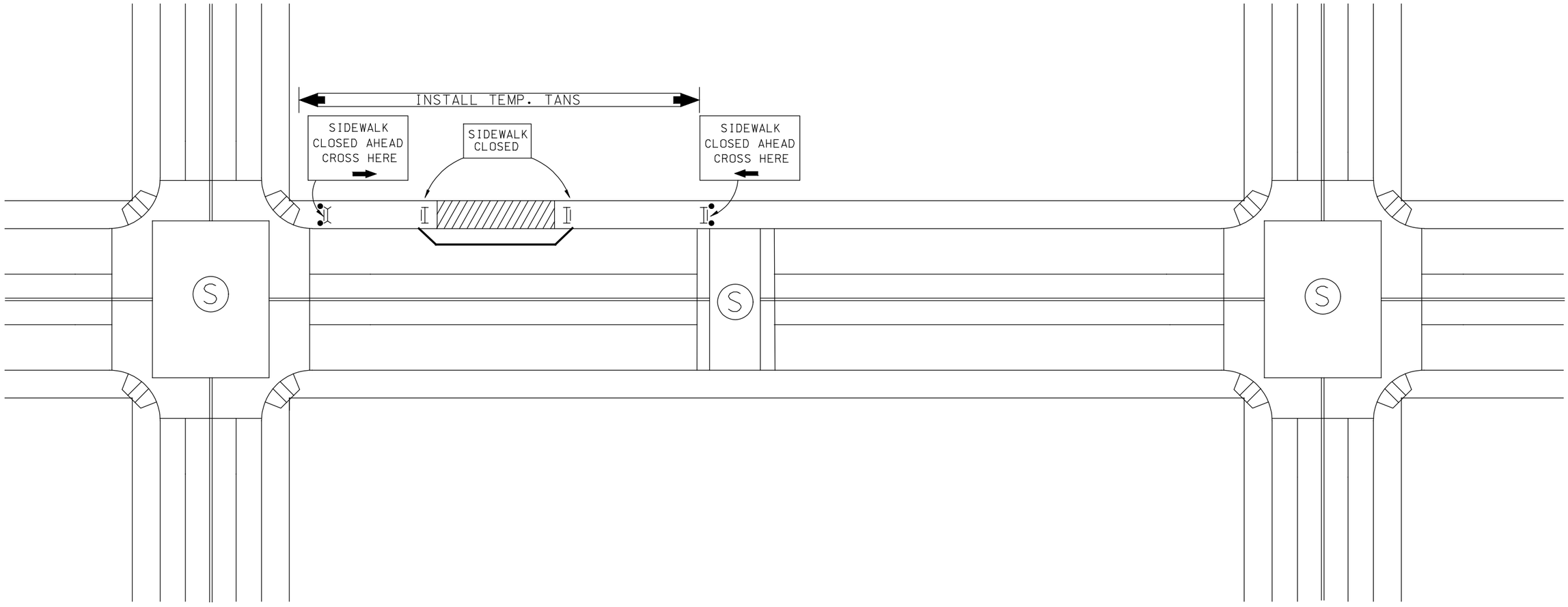
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

INDICATE NORTH WITH A "N" AND AN ARROW POINT

WORKSITE TRAFFIC CONTROL PLAN SIDE WALK CLOSURE

DATE	SCALE
05/28/2003 Rev. MPL 06/04/2003 WRS	NONE
	DRAWING NO. 28



LEGEND

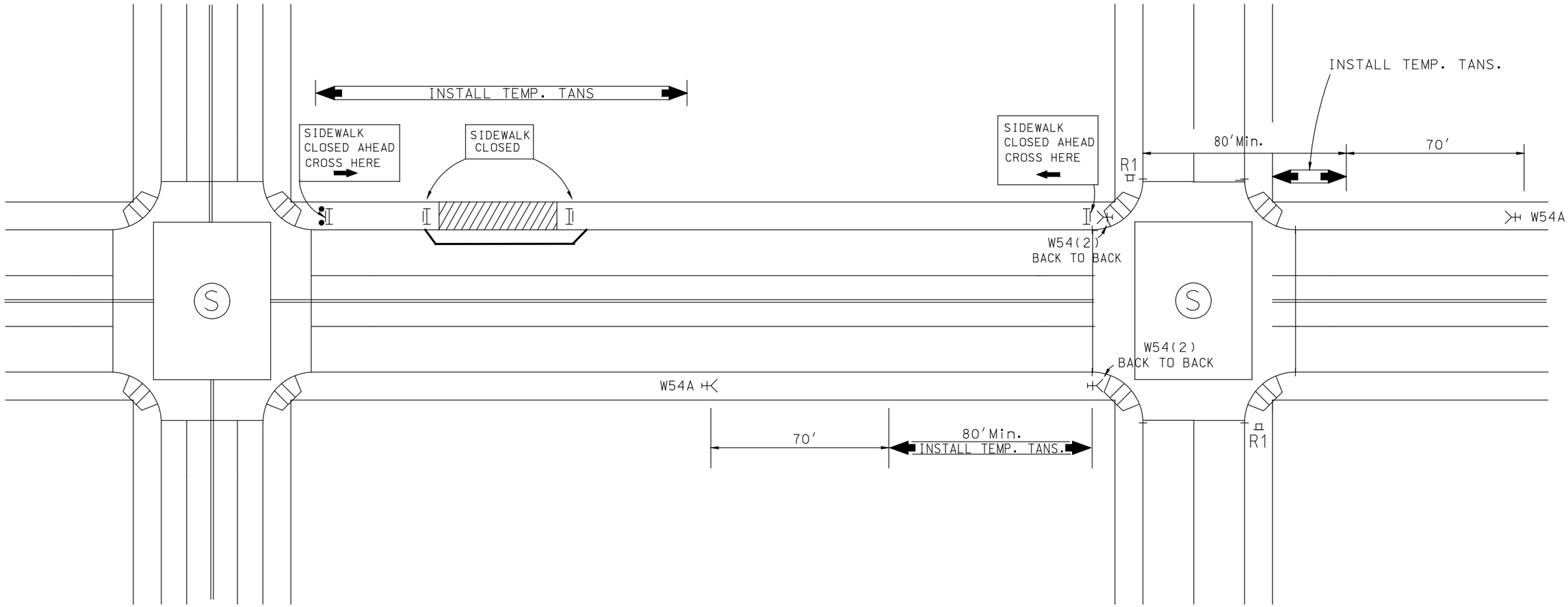
- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

INDICATE NORTH WITH A "N" AND AN ARROW POINT

REF: WTCP-16/23

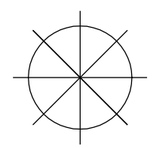
WORKSITE TRAFFIC CONTROL PLAN SIDEWALK CLOSURE

DATE	SCALE
05/28/2003 Rev. MPL 06/04/2003 WRS	NONE
	DRAWING NO. 29



LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

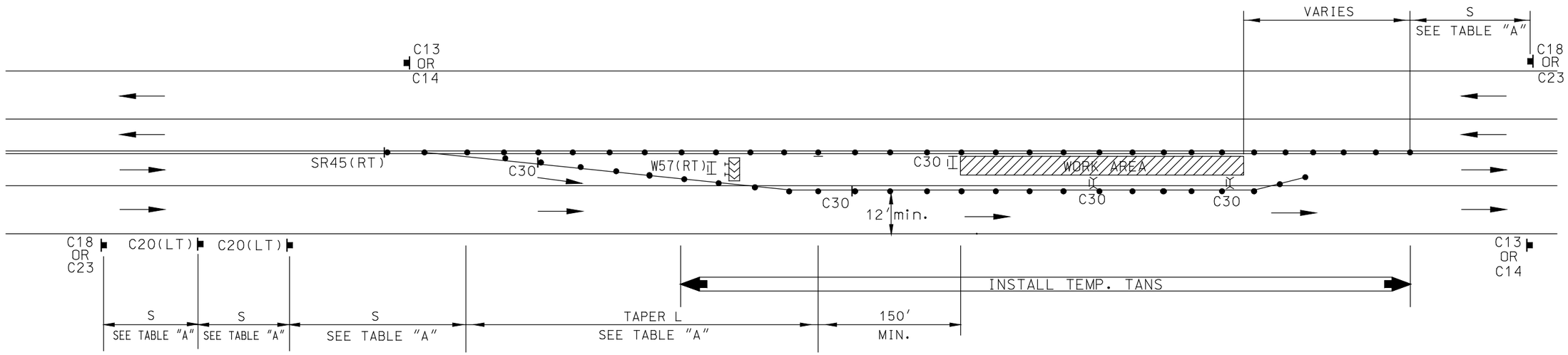


INDICATE NORTH WITH A "N" AND AN ARROW POINT

REF: WTCP-17/23

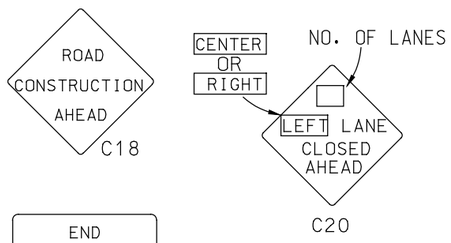
WORKSITE TRAFFIC CONTROL PLAN SIDEWALK CLOSURE

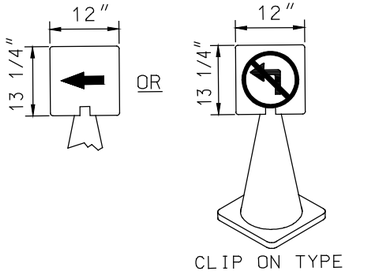
DATE	SCALE
05/28/2003 Rev. MPL 06/04/2003 WRS	NONE
	DRAWING NO. 30



LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

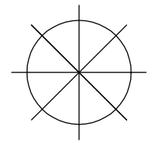




CLIP ON TYPE
CONE MOUNTED SIGNS

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

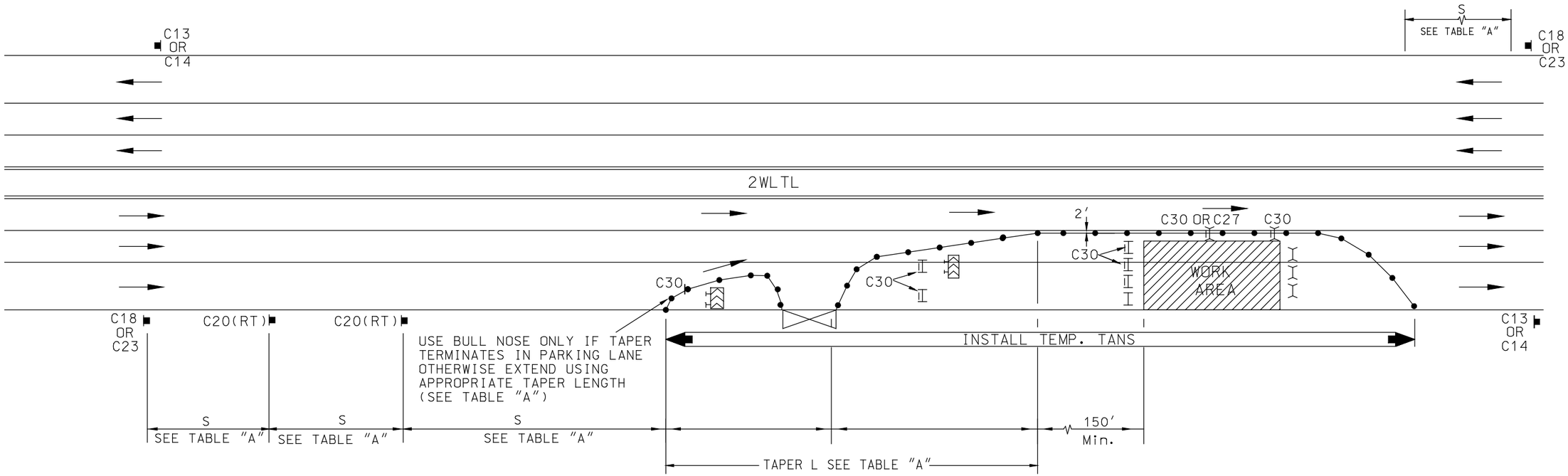


INDICATE NORTH WITH A "N"
AND AN ARROW POINT

REF: WTCP-18/23

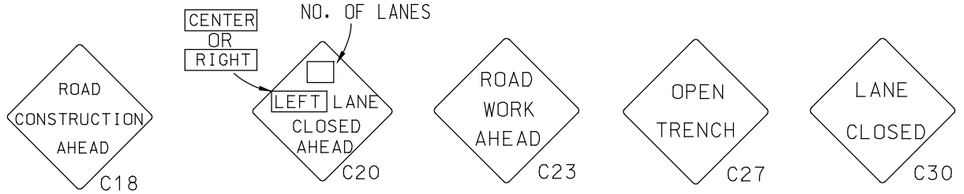
WORKSITE TRAFFIC CONTROL PLAN
MIDBLOCK NO.1 LANE CLOSURE

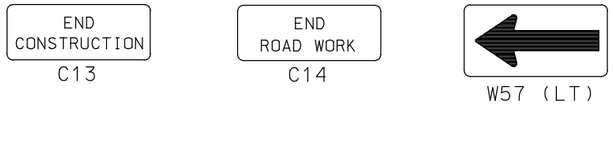
DATE		SCALE
05/28/2003 Rev. MPL		NONE
06/04/2003 WRS		DRAWING NO. 31

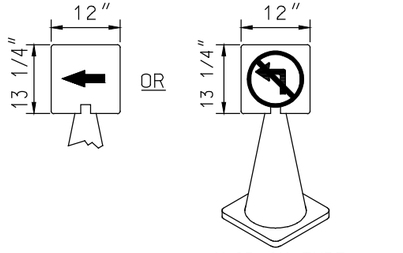


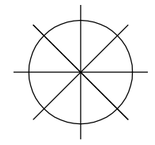
LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC



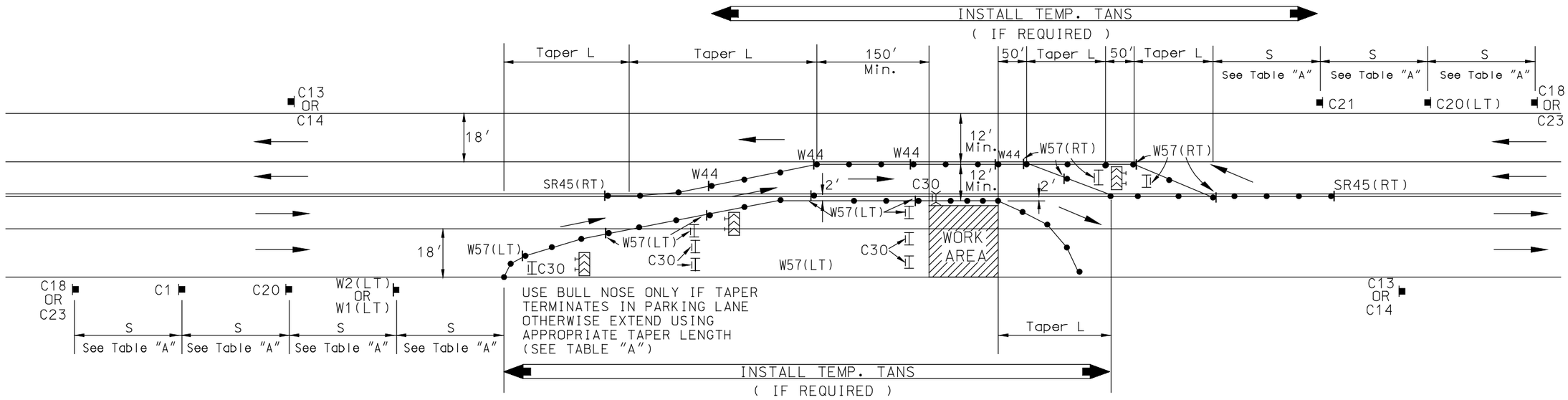


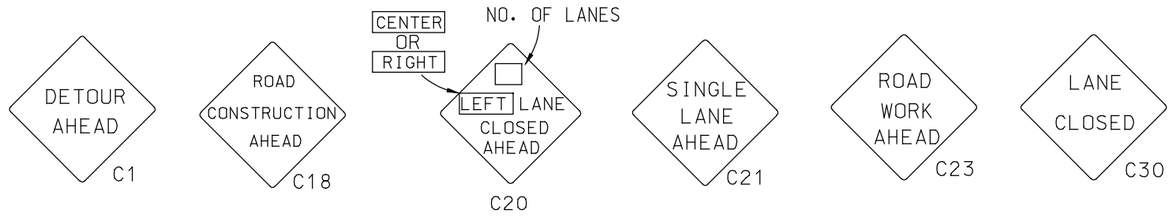


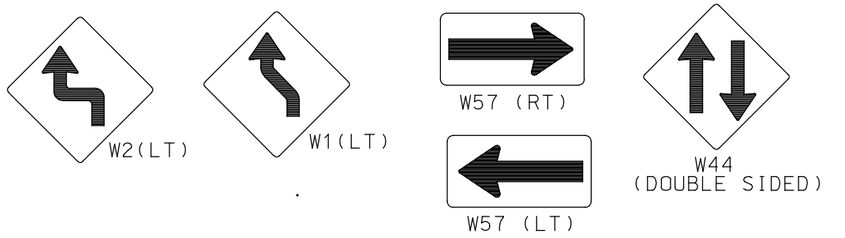


WORKSITE TRAFFIC CONTROL PLAN
MIDBLOCK CLOSURE OF NO. 2 LANE AND CURB LANE

DATE	SCALE
05/28/2003 Rev. MPL	NONE
06/04/2003 WRS	DRAWING NO. 32

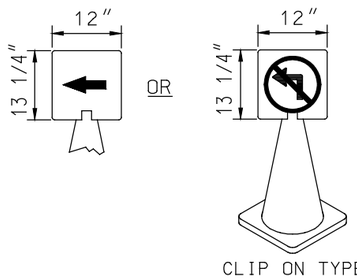




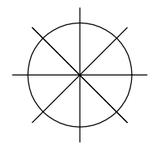


LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28″(11cm)TRAFFIC CONES W/13″(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS — TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT — TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC



CLIP ON TYPE
CONE MOUNTED SIGNS



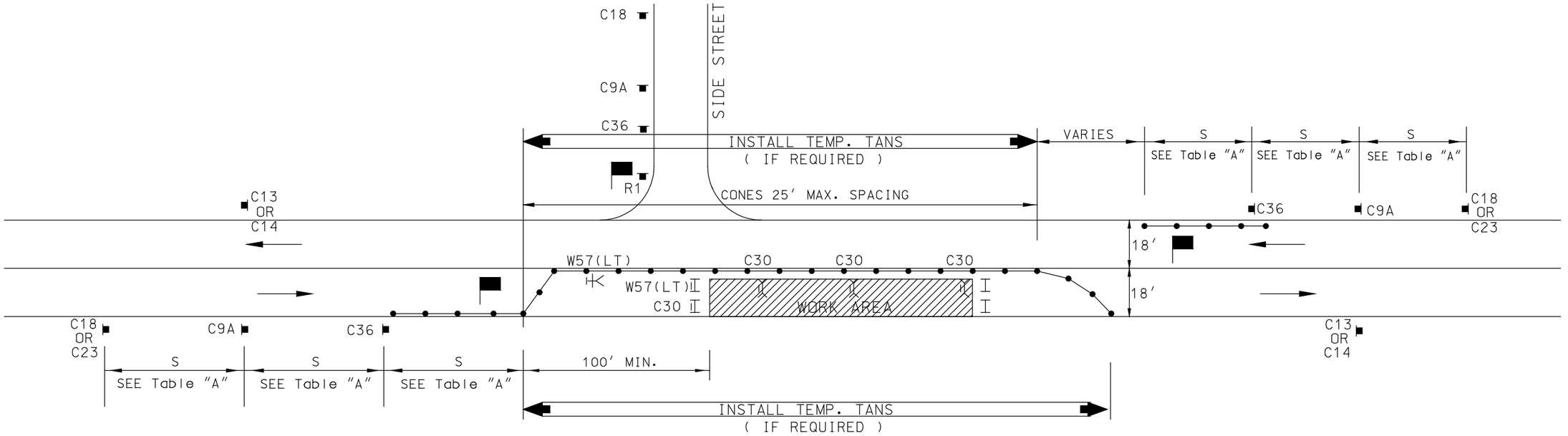
INDICATE NORTH WITH A "N"
AND AN ARROW POINT

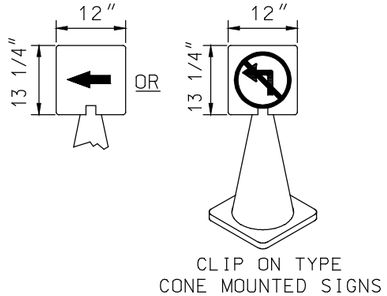
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

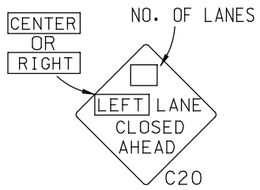
WORKSITE TRAFFIC CONTROL PLAN
MIDBLOCK CLOSURE
FOR ONE DIRECTION OF TRAFFIC

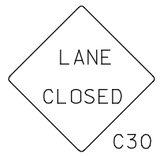
DATE	SCALE
05/28/2003 Rev. MPL 06/04/2003 WRS	NONE
	DRAWING NO. 33

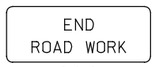




CLIP ON TYPE
CONE MOUNTED SIGNS







C14

C13

LEGEND

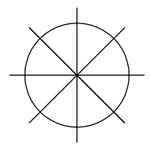
- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC

R1

C9A

C36

W57 (LT)



INDICATE NORTH WITH A "N"
AND AN ARROW POINT

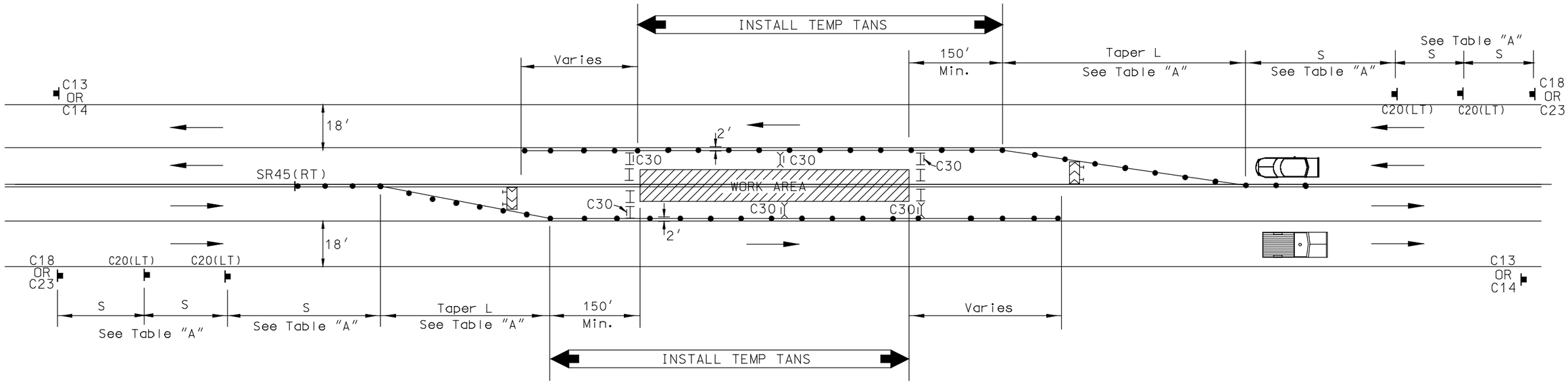
SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

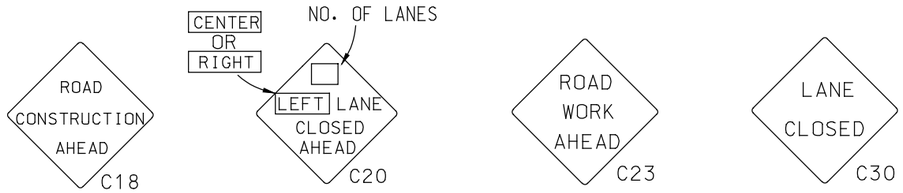
SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

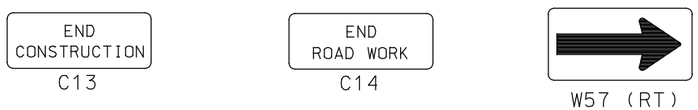
WORKSITE TRAFFIC CONTROL PLAN

MIDBLOCK HALF STREET CLOSURE FLAGGER CONTROL

DATE	SCALE
05/28/2003 Rev. MPL 06/04/2003 WRS	NONE
	DRAWING NO. 34

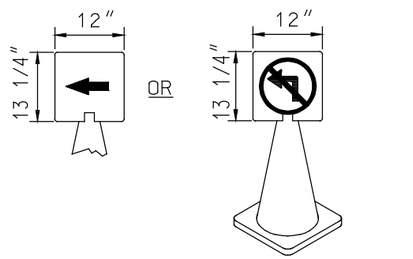




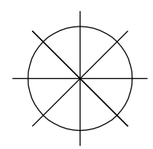


LEGEND

- TYPE III BARRICADE W/SIGN
- TYPE II BARRICADE W/O SIGN
- 28"(11cm)TRAFFIC CONES W/13"(5cm) REFLECTIVE SLEEVE FOR DAY/NIGHT USE OR DELINEATORS IF DAY USE ONLY
- TRAFFIC CONE WITH CLIP ON SIGN
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST
- (S) SIGNALIZED INTERSECTION
- FLASHING ARROW BOARD
- HIGH LEVEL WARNING DEVICE WITH SIGN
- FLAGGER
- TANS TOW AWAY NO STOPPING ___ TO ___ (SHOW HOURS)
- TANSAT TOW AWAY NO STOPPING ANY TIME
- WORK ZONE LIMITS
- DIRECTION OF TRAFFIC



CLIP ON TYPE
CONE MOUNTED SIGNS



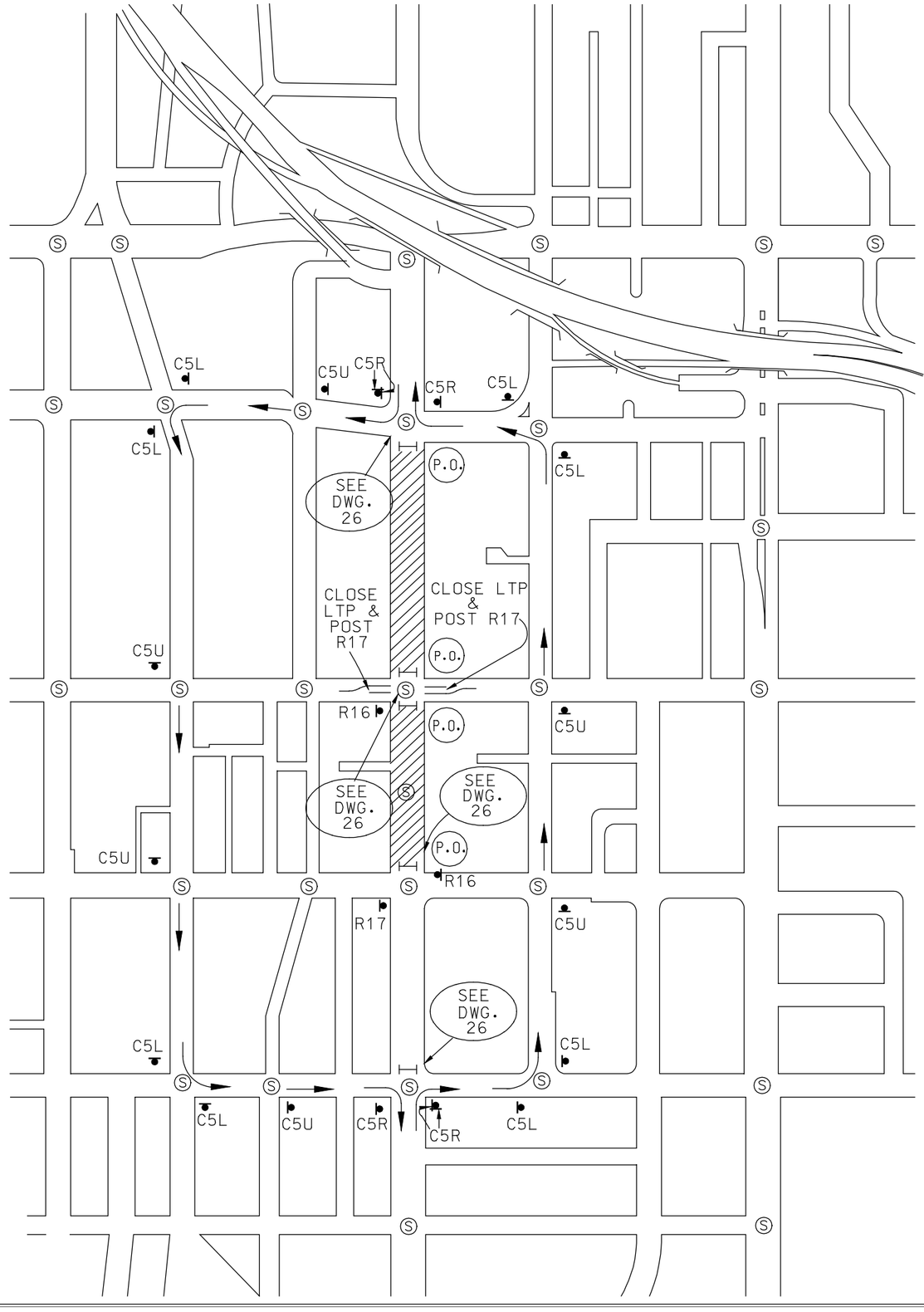
INDICATE NORTH WITH A "N"
AND AN ARROW POINT

SEE TABLE "A" FOR SIGN, CONE SPACING AND TAPER LENGTH

SPEED	APPROACH STREET	TAPER LENGTH	SIGN SPACING

WORKSITE TRAFFIC CONTROL PLAN
MIDBLOCK NO.1 LANE CLOSURES FOR BOTH DIRECTIONS OF TRAFFIC

DATE	SCALE
05/28/2003 Rev. MPL	NONE
06/04/2003 WRS	DRAWING NO. 35



LEGEND

P.O. – POLICE OFFICER

C5 – DETOUR (L–LEFT, R–RIGHT, U–UP)

– DIRECTION OF DETOUR

Ⓢ – TRAFFIC SIGNAL

LTP – LEFT TURN POCKET

INDICATE NORTH WITH A "N"
AND AN ARROW POINT

REF: WTCP-23/23

WORKSITE TRAFFIC CONTROL PLAN
SAMPLE TRAFFIC CIRCULATION PLAN

DATE		SCALE
05/28/2003 Rev. MPL		NONE
06/04/2003 WRS		DRAWING NO. 36

TABLE A
MINIMUM RECOMMENDED DELINEATOR AND SIGN PLACEMENT

Table A-1
Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Upstream Tapers	
Merging Taper	L MINIMUM
Shifting Taper	1/2 L Minimum
Shoulder Taper	1/3 L Minimum
Two-Way Traffic Taper	30 meters (100 feet) Maximum
Downstream Tapers	
(Use is optional)	30 meters (100 feet) Minimum

Formula for Taper Length 'L'

(For State Highways, see Traffic Control Systems in the Caltrans Standard Plans)

English

$L = \frac{WS''}{60}$ (40 mph or less)

L = WS (45 mph or greater)

L = Taper Length in feet
W = Width of Offset in feet
S = Speed in mph

Metric *

$L = \frac{WS''}{150}$ (65 km/h or less)

L = 2/3 WS (70 km/h or greater)

L = Taper Length in meters
W = Width of Offset in meters
S = Speed in km/h

* The metric formulas result in larger values due to the rounding of the constant in converting the English formula to the metric formula.

Table A-2
Suggested Advance Warning Sign Spacing

Road Type	Distance Between Signs in Meters (Feet)		
	A	B	C
Urban-40 km/h (25 mph) or less	60 (200)	60 (200)	60 (200)
Urban-50 km/h (30 mph) or more	100 (350)	100 (350)	100 (350)
Rural	150 (500)	150 (500)	150 (500)
Expressway/Freeway	300 (1000)	300 (1000)	300 (1000)

Note: These are suggested distances for Advance Warning Signs, adequate sign distances and proximity to other roadway features may dictate the need for adjustments when placed.

Table A-3
Taper Length, Buffer Space and Advance Warning Sign Spacing Use in Typical Applications Diagrams

English Measurements

Length of Taper 'L' in Feet

Speed in Miles per Hour*	Width of Offset**	
	11 Feet	12 Feet
20	73	80
25	115	125
30	165	180
35	225	245
40	293	320
45	495	540
50	550	600
55	605	660
60	660	720
65	715	780
70	770	840

Metric Measurements

Length of Taper 'L' in Meters

Speed in Kilometers per Hour*	Width of Offset**	
	3.3 Meters	3.6 Meters
30	20	22
40	35	38
50	55	60
60	79	86
70	154	168
80	176	192
90	198	246
100	220	240
110	242	264

* Posted speed, off-peak 85th percentille speed prior to starting, or the anticipated operation speed.
** For other offset widths, apply the formula in table A-1.

Length of Longitudinal Buffer Space

Speed in Miles per Hour*	Length of Buffer Space in Feet
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485
70	585

Length of Longitudinal Buffer Space

Speed in Kilometers per Hour*	Length of Buffer Space in Kilometers
30	10
40	17
50	28
60	43
70	62
80	84
90	106
100	136
110	170

* Posted speed, off-peak 85th percentille speed prior to starting, or the anticipated operation speed.

Advance Warning Sign Spacing 'S'

Road Type	Distance Between Signs in Feet*
Urban-25mph or less	200
Urban-30mph or more	350
Rural	500
Expwy/Fwy	1000

Advance Warning Sign Spacing 'S'

Road Type	Distance Between Signs in Feet*
Urban-40km/h or less	60
Urban-50km/h or more	100
Rural	150
Expwy/Fwy	300

* See Note.

http://www.dot.ca.gov/hq/traffops/signtech/signdel/chp5/Images/

1990
UNIFORM SIGN CHART
WARNING SIGNS

STATE NO.	MESSAGE	FED. NO.
W1 (Lt./Rt.)	Reverse Curve (Arrow)	W1-4
W2 (Lt./Rt.)	Reverse Turn (Arrow)	W1-3
W3 (Lt./Rt.)	Turn (Arrow)	W1-1
W4-14.1	Curve/Turn Arrow w/Advisory Speed	
W4-22	Tipping Truck w/Advisory Speed	
W5 (Lt./Rt.)	Curve (Arrow)	W1-2
W6	____ MPH (Advisory Speed)	W13-1
W7	T Intersection (Symbol)	W2-4
W7A	Side Road (Symbol)	W2-2
W8	Y Intersection (Symbol)	W2-5
W9	Cross Road (Symbol)	W2-1
W10 (Lt./Rt.)	R. R. Advance Warning Crossroad (Symbol)	W10-2
W10A	R. R. Advance Warning Side Road (Symbol)	W10-3
W10B	R.R Advance Warning T-Intersection (Symbol)	W10-4
W11 (Lt./Rt.)	Lane Reduction Transition	W4-2
W14 (Lt./Rt.)	Winding Road (Symbol)	W1-5
W15	Road Narrows	W5-1
W17	Stop Ahead (Symbol)	W3-1a
W18	Soft Shoulder	W8-4
W19	Pavement Ends	W8-3
W20	Weight Limit w/3 Truck Weights	R12-5
W20A	Weight Limit w/2 Truck Weights	R12-5
W23	Narrow Bridge	W5-2
W25	Divided Highway (Symbol)	W6-1
W26	Divided Highway Ends (Symbol)	W6-2
W28	Yield Ahead (Symbol)	W3-2a
W29	Hill (Symbol)	W7-1
W29A	____ % Grade	W7-3
W29B	____ % Grade ____ Miles	W7-3b
W29C	Trucks Use Lower Gear	W7-2b
W29-1	Hill (Symbol) ____% Grade	W7-1b
W30	Runaway Truck Ramp ____ Mile	W7-4
W30A	Runaway Truck Ramp w/Arrow	W7-4a
W30B	Deep Gravel	

STATE NO.	MESSAGE	FED. NO.
W31	End	W14-1
W30C	Right Exit	
W31A	Road Ends ____ Ft	
W32	Dip	W8-2
W33	Rough Road	W8-8
W34	Vertical Clearance Arrows w/ ____ ' - ____ "	W12-2
W34A	____ Miles Ahead	
W34B	Vertical Clearance ____ ' - ____ "	W12-2
W36	One Lane Bridge	W5-3
W37	Bump	W8-1
W38	Slide Area	
W41	Signal Ahead (Symbol)	W3-3
W42	Slippery (Symbol)	W8-5
W43	Icy	
W44	Two-Way Traffic (Arrows)	W6-3
W45	Equestrian (Symbol)	W11-7
W46	Exempt	W10-1a
W46A	Exempt 2W-51-C	
W47	Railroad Crossing (Symbol)	W10-1
W48	4 Tracks (R.R.)	R15-2
W49	Draw Bridge	
W50	Rock Slide Area	
W51	Slow Trucks	
W53	Not A through Street	
W53A	No Outlet	W14-2
W54	Ped Xing w/Crosswalk Lines (Symbol)	W11A-2
W54A	Pedestrian Crossing (Symbol)	W11-2
W55	Flooded	
W55B	Subject To Flooding	
W56	Double Head Arrow (Symbol)	W1-7
W57 (Lt./Rt.)	Single Head Arrow (Symbol)	W1-6
W58 (Rt. & Rt.)	Double Arrow	W12-1
W59 (Lt./Rt.)	Merge Arrow	W4-1
W60 (Rt.)	Merging/Additional Lane Arrow	W4-3

STATE NO.	MESSAGE	FED. NO.
W61A	Exit (Lane Drop)	E11-1b
W61B	Only (Lane Drop)	E11-1b
W61C	Exit Only (Lane Drop)	E11-1c
W61D	Exit Only w/Arrow (Lane Drop)	E11-1
W61E	Exit Only w/Two Arrows (Lane Drop)	
W61F	Only w/Arrow (Lane Drop)	
W61G	Only w/Two Arrows (Lane Drop)	
W62	Farm Equipment (Symbol)	E11-5
W63	Advance School Crossing (Symbol)	S1-1
W64	School Bus Stop ____ Ft	S3-1
W65	School	S4-3
W65-1	End School Zone	S5-2
W66	School Crossing (Symbol)	S2-1
W66A	School Xing	
W67	Cattle (Symbol)	W11-4
W68	Deer (Symbol)	W11-3
W69	End Freeway ____ Mi	
W70	Cross Traffic Ahead	
W71	Next ____ Miles	W7-3a
W72	Exit ____ MPH	W13-2
W72A	Ramp ____ MPH	W13-3
W73 (Lt./Rt.)	Right Lane Must Exit	
W73A	Right Lane Must Turn Right	
W74 (Lt./Rt.)	Thru Traffic Merge Left/Right	
W75 (Lt./Rt.)	Lane Ends Merge Left/Right	W9-2
W79	Bicycle (Symbol)	W11-1
W80	Xing	
W81	Chevron	W1-8
	MARKERS	
Type K	Object Marker - Reflectors	Type 2
Type L	Object Marker - Reflectors	Type 2
Type N	Object Marker - Reflectors	Type 1
Type P	Object Marker - Stripes	Type 3
Type R	Object Marker - Chevron	

WARNING SIGNS USED IN CONSTRUCTION ZONES SHALL HAVE AN ORANGE BACKGROUND

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

1990
UNIFORM SIGN CHART
WARNING SIGNS

W1


W2


W3


W4-14.1


W4-22


W5


W6


W7


W7A


W8


W9


W10


W10A


W10B


W11


W14


W15


W17


W18


W19


W20


W20A


W23


W25


W26


W28


W29


W29A


W29B


W29C


W29-1


W30


W30A


W30B


W30C


W31


W31A


W32


W33


W34


W34A


W34B


W36


W37


W38


W41


W42


W43


W44


W45

W46

W46A

W47

W48

W49

W50

W51

W53

W53A

W54

W54A

W55

W55B

W56

W57

W58

W59

W60

W61A

W61B

W61C

W61D

W61E

W61F

W61G

W62

W63

W64

W65

W65-1

W66

W66A

W67

W68

W69

W70

W71

W72

W72A

W73

W73A

W74

W75

W79

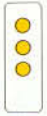
W80

W81

MARKERS

TYPE K

TYPE L



TYPE N

TYPE P

TYPE R

1990
UNIFORM SIGN CHART
REGULATORY SIGNS

STATE NO.	MESSAGE	FED. NO.
R1	Stop	R1-1
R1-2	Yield	R1-2
R2	Speed Limit ___	R2-1
R2-4	___ Zone Ahead	
R2-5	Reduced Speed Ahead	R2-5a
R3	End ___ Speed Limit	
R4	Truck	
R6	Maximum Speed ___	
R6-1	Autos w/Trailer, Trucks ___ Max.	
R7	Keep Right (Symbol)	R4-7
R8	Runaway Vehicles Only	
R10	One Way Arrow	R6-1
R10A	One Way w/Arrow	R6-2
R11	Do Not Enter	R5-1
R11A	Wrong Way	R5-9
R13	No Turn on Red	R10-11a
R15	No Turns	R3-3
R16	No Right Turn (Symbol)	R3-1
R16B	No Right Turn	
R17	No Left Turn (Symbol)	R3-2
R17B	No Left Turn	
R18-2	Right Lane Must Turn Right	R3-7
R18A	Right Lane Must Exit	
R19	No Left Or U Turn	
R20	Weight Limit	R12-5
R20B	No Trucks (Symbol)	
R20D	Tons, Axles, Width & Length Plates	
R20E	Semi Over 38' Kingpin To Rear Axle	
R20-1	R20E Text w/No Trucks Symbol	
R21	Bridge Speed/Weight Limit	
R22	OK To Park On Bridge	
R24	Park Parallel	
R25	Park Off Pavement	
R26	No Parking Any Time	R7 Series
R26A	No Parking Any Time	R8 Series
R26D	No Parking (Symbol)	R8-3a
R26E	No Parking Exception (Plates)	
R26F	No Stopping Fire Lane	R7 Series
R26(S)	No Stopping Any Time	R7 Series
R26A(S)	No Stopping Any Time	R8 Series
R27	No Parking On Bridge	R7 Series
R28 (Lt./Rt.)	No Parking Any Time w/Arrow	R7 Series
R28A (Lt./Rt.)	No Parking Any Time w/Arrow	R8 Series
R28 (S) (Lt./Rt.)	No Stopping Any Time w/Arrow	R7 Series
R28A (S) (Lt./Rt.)	No Stopping Any Time w/Arrow	R8 Series
R29	No Stopping/Parking w/Times	R7 Series
R30	No Parking w/Times	R7 Series
R30A	No Parking w/Times+Arrow	R7 Series
R31	No/2 Hour Parking w/Times	R7 Series
R31 (S)	No Stopping/Parking w/Times	R7 Series
R32	2 Hour Parking w/Times	R7 Series
R32A	30 Minute Parking w/Times	R7 Series
R32B	No/2 Hour Parking W/Times	R7 Series
R33 (Lt./Rt.)	No Left Turn w/Times	
R33A	No Left Turn w/Times	
R34	No U Turn (Symbol)	R3-4
R34A	No U Turn	
R34-2	No Left/U Turn (Symbol)	
R35 (Lt./Rt.)	Truck Route w/Arrow	
R36	Commercial Vehicles Weight Limit	
R37	Tow-Away, etc. w/Times	R7 Series
R38	Tow-Away, etc. w/Times	R7 Series
R38(S)	Tow-Away, etc. w/Times	R7 Series
R40	Two-Way Traffic Ahead	
R41	Right Turn Only	
R42	Left Turn Only	
R43	Pedestrians Prohibited	R5-10c
R44	Pedestrians, etc. Prohibited	R5-10a
R44A	Bike Path, Restrictions w/Symbol	
R44B	Bicycles, etc. Must Exit w/Arrow	
R44C	Bicycles Must Exit w/Arrow	
R45	Emergency Parking Only	R8-4
R47	$1000 Fine For Littering	
R48	Speed Checked By Radar	
R49	No Ped Crossing w/Arrow	
R50	Turn Out 1/4 Mile	
R51	Turnout	
R52	Slower Traffic Use Turnouts	
R53	Truck Lane ___ FEET	R4-6
R53A	End Truck Lane	
R53B	Trucks Right Lane Only	
R53C	Trucks Use Right Lane	R4-5
R53E	End Truck Lane Control	
R54	3 - Way Signal	
R55	Yield To Uphill Traffic	
R56	Slower Traffic Keep Right	R4-3
R57	Begin Freeway	
R58	End Freeway	
R59 (Lt./Rt.)	Turn Arrow/Only	R3-5
R60A	Turn Arrows	R3-6
R61-1.1	Turn Arrows/Only	R3-8 Series
R61-36	Turn Arrows/Only	R3-8 Series
R62A	Push Button For Walk Signal w/Arrow	R10-4
R62B	Push Button For Green Light w/Arrow	R10-3
R62C	Bike Push Button w/Symbol & Arrow	
R62D	Ped. Push Button w/Symbol & Arrow	
R63	Do Not Pass	R4-1
R64	Pass With Care	R4-2
R65	Do Not Stop On Tracks	R8-8
R66	Do Not Block Intersection	R10-7
R67	2-Way Turn lane (Symbol)	
R67A	2 Way Turn Lane	
R68	Passing Lane Ahead	
R70	Trucks OK w/Arrow	
R72	When Children Are Present	S4-2
R73-2	U Turn, Left Turn Arrow	
R73-4	No U Turn w/Arrow	
R74	Chain Installation Only w/Arrow	
R75	Chains Required ___ Mile Ahead	
R76	Chains Required	
R77	No Exceptions	
R78	End Chain Control	
R79	Autos, etc. OK/Carry Chains	
R80-1	4-W Drive, etc. OK/Carry Chains	
R81	Bike Lane w/Symbol	
R81A	Begin	
R81B	End	
R82	Bus Carpool Lane Ahead	
R82A	9 A.M.-9 A.M./Mon-Fri	
R83	Bus Carpool Lane Ahead	
R83A	6 A.M.-9 A.M./Mon-Fri	
R84	Bus Carpool Lane Ends	R3-12
R85	Bus Carpool Lane Ends	R3-15
R86	Bus/Carpools, etc. Only (Times)	R3-11
R87	Buses/Car w/3 or More w/Times+Arrow	R3-14
R88	Left Lane Do Not Stop	
R89	One Car Per Green	
R89-1	One Car Per Green Each Lane	
R90	Stop Here On Red w/Arrow	R10-6
R91	Carpools/2 or More Only w/Times	
R91A	Motorcycles OK	
R92 (Lt./Rt.)	Buses Only/Carpools OK (Times)	
R93	Carpool/3 or More Per Vehicle	
R94	Carpools 2 or More OK/Only w/Arrows	
R94A	Motorcycles OK	
R95	No Bicycles (Symbol)	R5-6
R95A	No Bicycles	
R96	No Pedestrians (Symbol)	R9-3a
R96A	No Ped Xing	
R96B (Lt./Rt.)	Use Crosswalk w/Arrow	R9-3b
R96C	Pedestrians Prohibited	
R98	Divided Highway (T Intersection) Symbol	R6-3a
R98A	Divided Highway (Cross Intersection) Symbol	R6-3
R99	Handicapped Parking Only (Symbol)	
R100	Special Placard, etc. Required	
R100A	Tow-Away/etc. Plate Required	
R100B	Handicap/Tow-Away/Unauthorized	
R101	Private Rd/etc. Code Enforced	
R102	Hazardous Waste Prohibited (Symbol)	
R102A	Hazardous Waste Prohibited (Plate)	
R103	Hazardous Waste Permitted (Symbol)	
R103A	Hazardous Waste Premitted (Plate)	
R104	Hazardous Material Prohibited (Symbol)	
R104A	Hazardous Material Prohibited (Plate)	
R105	Hazardous Material Permitted (Symbol)	
R105A	Hazardous Material Premitted (Plate)	

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

1990
UNIFORM SIGN CHART
REGULATORY SIGNS

R1

R1-2

R2

R2-4

R2-5

R3

R4

R6

R6-1

R7

R8

R10

R10A

R11

R11A

R13

R15

R16

R16B

R17

R17B

R18-2

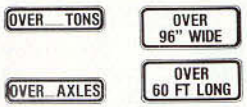
R18A

R19

R20

R20B

R20D



R20E

R20-1

R21

R22

R24

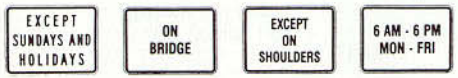
R25

R26

R26A

R26D

R26E



R26F

R26(S)

R26A(S)

R27

R28

R28A

R28(S)

R28A(S)

R29

R30

R30A

R31

R31(S)

R32

R32A

R32B

R33

R33A

R34

R34A

R34-2

R35

R36

R37

R38

R38(S)

R40

R41

R42

R43

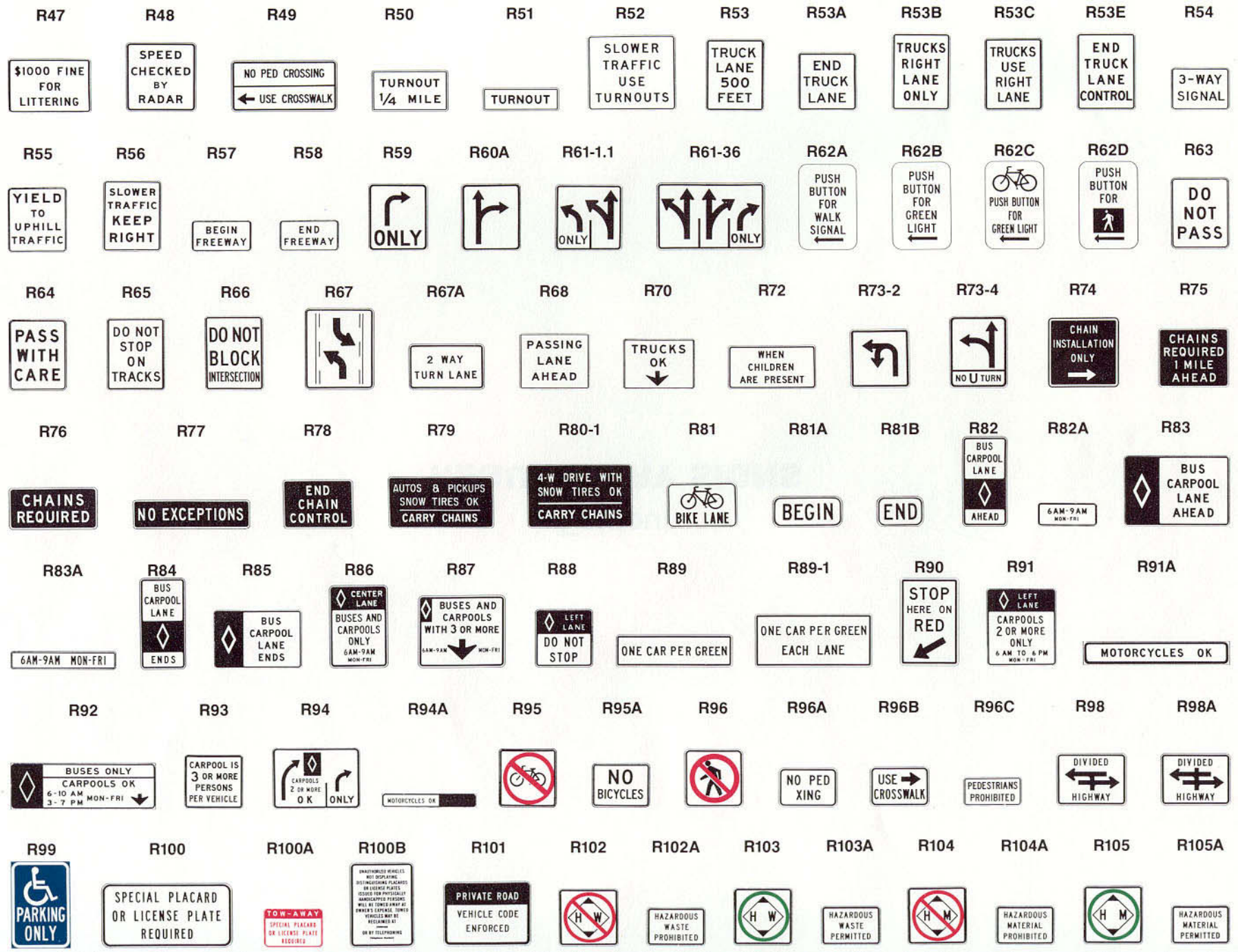
R44

R44A

R44B

R44C

R45


R47
$1000 FINE FOR LITTERING
R48
SPEED CHECKED BY RADAR
R49
NO PED CROSSING
USE CROSSWALK
R50
TURNOUT 1/4 MILE
R51
TURNOUT
R52
SLOWER TRAFFIC USE TURNOUTS
R53
TRUCK LANE 500 FEET
R53A
END TRUCK LANE
R53B
TRUCKS RIGHT LANE ONLY
R53C
TRUCKS USE RIGHT LANE
R53E
END TRUCK LANE CONTROL
R54
3-WAY SIGNAL
R55
YIELD TO UPHILL TRAFFIC
R56
SLOWER TRAFFIC KEEP RIGHT
R57
BEGIN FREEWAY
R58
END FREEWAY
R59
ONLY
R60A
R61-1.1
ONLY
R61-36
ONLY
R62A
PUSH BUTTON FOR WALK SIGNAL
R62B
PUSH BUTTON FOR GREEN LIGHT
R62C
PUSH BUTTON FOR GREEN LIGHT
R62D
PUSH BUTTON FOR
R63
DO NOT PASS
R64
PASS WITH CARE
R65
DO NOT STOP ON TRACKS
R66
DO NOT BLOCK INTERSECTION
R67
R67A
2 WAY TURN LANE
R68
PASSING LANE AHEAD
R70
TRUCKS OK
R72
WHEN CHILDREN ARE PRESENT
R73-2
R73-4
NO U TURN
R74
CHAIN INSTALLATION ONLY
R75
CHAINS REQUIRED 1 MILE AHEAD
R76
CHAINS REQUIRED
R77
NO EXCEPTIONS
R78
END CHAIN CONTROL
R79
AUTOS & PICKUPS SNOW TIRES OK
CARRY CHAINS
R80-1
4-W DRIVE WITH SNOW TIRES OK
CARRY CHAINS
R81
BIKE LANE
R81A
BEGIN
R81B
END
R82
BUS CARPOOL LANE
AHEAD
R82A
6AM-9AM MON-FRI
R83
BUS CARPOOL LANE AHEAD
R83A
6AM-9AM MON-FRI
R84
BUS CARPOOL LANE
ENDS
R85
BUS CARPOOL LANE ENDS
R86
CENTER LANE
BUSES AND CARPOOLS ONLY
6AM-9AM MON-FRI
R87
BUSES AND CARPOOLS WITH 3 OR MORE
6AM-9AM MON-FRI
R88
LEFT LANE
DO NOT STOP
R89
ONE CAR PER GREEN
R89-1
ONE CAR PER GREEN EACH LANE
R90
STOP HERE ON RED
R91
LEFT LANE
CARPOOLS 2 OR MORE ONLY
6 AM TO 6 PM MON-FRI
R91A
MOTORCYCLES OK
R92
BUSES ONLY
CARPOOLS OK
6-10 AM
3-7 PM MON-FRI
R93
CARPOOL IS 3 OR MORE PERSONS PER VEHICLE
R94
CARPOOLS 2 OR MORE OK
ONLY
R94A
MOTORCYCLES OK
R95
R95A
NO BICYCLES
R96
R96A
NO PED XING
R96B
USE CROSSWALK
R96C
PEDESTRIANS PROHIBITED
R98
DIVIDED HIGHWAY
R98A
DIVIDED HIGHWAY
R99
PARKING ONLY
R100
SPECIAL PLACARD OR LICENSE PLATE REQUIRED
R100A
TOW-AWAY
SPECIAL PLACARD OR LICENSE PLATE REQUIRED
R100B
R101
PRIVATE ROAD
VEHICLE CODE ENFORCED
R102
H W
R102A
HAZARDOUS WASTE PROHIBITED
R103
H W
R103A
HAZARDOUS WASTE PERMITTED
R104
H M
R104A
HAZARDOUS MATERIAL PROHIBITED
R105
H M
R105A
HAZARDOUS MATERIAL PERMITTED

1990
UNIFORM SIGN CHART
GUIDE SIGNS

STATE NO.	MESSAGE	FED. NO.
G1-1 to -21	Destination w/Mileage (Arrow)	D1 Series
G5-1 to -5	Destination w/Mileage	D2-3
G7-1 to -3	Street/Road Name	D3
G8-1 to -24	_____ Destination w/Arrow	D1 Series
G9-2	_____ Pop _____ Elev _____	
G9-5	_____ City Limit/Pop ____ Elev ____	
G10	_____ County Line	
G10A	Welcome To California	
G11-3	_____ River	I3
G11-4.1	_____River/Br. No. _____/County/Post Mile	
G13	Historical Landmark Next Right	
G14	Historical Marker _____ Ft Ahead	
G15	Point Of Historical Interest w/Arrow	
G16	_____ Pass /Elev _____ Ft	
G17	Elevation _____ Ft	
G20-1 to 8.1	_____ Rignt Lane Designations w/Shield	
G21-1 to -4	_____ Freeway Designations w/Shield	
G22	_____ Turn Off 1/4 Mile	
G23-1 to -6	Interchange Sequence	E8-1
G24-1 to -6	Lane Assignment w/Shield/Arrow	
G25	County Route Shield	M1-5
G26-2	U. S. Shield	M1-4
G27-2	Interstate Shield	M1-1
G28-2	State Shield	
G30	Scenic Route w/Poppy Logo	
G30A	Scenic State Route w/Poppy Logo	
G30B	Scenic County Route w/Poppy Logo	
G30C	Begin	
G30D	End	
G31-1	Interstate Business Loop Shield	
G33	Service Symbol Arrow	
G33-1	Service Symbol Arrow	
G34	Route Shield Arrow	M6-1
G35	Route Shield Arrow	M6-4
G36	Route Shield Arrow	M6-3
G37	Route Shield Arrow	M6-6
G38	Route Shield Arrow	M6-6
G43	Route Shield Arrow	M6-2
G44	Route Shield Arrow	M6-2
G45	Route Shield Arrow	M5-1
G46	Route Shield Arrow	M5-1
G47	Cardinal Direction/North	M3-1
G48	Cardinal Direction/South	M3-3
G49	Cardinal Direction/East	M3-2
G50	Cardinal Direction/West	M3-4
G51	Temporary	M4-7
G53	Alternate	M4-1
G55	Business	M4-3
G56	JCT	M2-1
G57	End	M4-6
G58	Next Right	
G59	To	M4-5
G60	Parking w/Arrow	
G66-1	Gas (Symbol)	
G66-4	Food (Symbol)	
G66-7	Lodging (Symbol)	
G66-10	Camper (Symbol)	
G66-11	Methanol (Symbol)	
G66-11A	Methanol (Plate)	
G66-12	Diesel (Symbol)	
G66-13	Handicapped (Symbol)	
G66-16	Hospital w/Symbol	
G66-17	Telephone (Symbol)	
G66-55	Large Truck Service (Symbol)	
G66-56	Large Truck Terminal (Symbol)	
G66-57	Highway Patrol (Symbol)	
G66-58	Brake Check Area	
G66-59	Brake Check Area w/Arrow	
G66-60	Brake Check Area _____ Mile	
G68	Divided Road _____ Miles Ahead	
G69	Passing Lane _____ Miles	
G71	_____ Nat'l Park _____ Mile	
G72	_____ State Park w/Arrow	
G76	Route ___ Business	
G77-1 to -9	Fwy.Interchg.2-Way Cross St. w/Arrows (Shield)	
G77A	Fwy.Interchg.Multilane Cross St./Arrow (Shield)	
G78-1 to -6	Fwy. Ramp Entrance w/Arrow (Shield)	
G79	Rest Area _____ Mile	D5-1
G79A	Next Rest _____ Mi	
G80	Rest Area w/Arrow	D5-2
G80A	Rest Area Plate w/Arrow	
G81-4	Phone Water	
G81-24	Tourist Information	
G81-52	L P Gas (Plate)	
G81-60	Weather/Radio Info. Tune Radio To ___ ___	
G81-61	Emergency-Call 9-1-1	
G81-62	Emergency-Call 9-1-1	
G82	Freeway w/Arrow	
G83	_____ St./Rd. 1 Mile	
G84	Exit w/Arrow	
G85-1 to -6	Ramp Action Signs	
G86-1 to -8	_____ Next Right (Supplemental)	
G87	_____ Next _____ Exit	E9
G90	Next Service _____ Miles	
G92	Freeway Entrance	
G93 (Lt./Rt.)	Bike Route (Symbol)	
G93A	Begin	
G93B	End	
G94	Airport (Symbol)	I-5
G94-3	Airport (Plate)	
G95	Park & Ride w/Logo (Arrow)	D4-2
G95A	Park & Ride w/Logo	
G95B	Park & Ride Next Right w/Logo	
G96	Light Rail (Symbol)	
G96A	Trolley (Plate)	
G97	Train Station (Symbol)	
G97A-1	Amtrak (Plate)	
G97A-2	Caltrain (Plate)	
G200 Series	Federal Recreational Symbols	

STATE OF CALIFORNIA
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DEPARTMENT OF TRANSPORTATION

1990
UNIFORM SIGN CHART

GUIDE SIGNS

G1

G5

G7-1

G8

G9-2

G9-5

G10

G10A

G11-3

G11-4.1

G13

G14

G15

G16

G17

G20

G21

G22

G23

G24

G25

G26-2

G27-2

G28-2

G30

G30A

G30B

G30C

G30D

G31-1

G33

G33-1

G34

G35

G36

G37

G38

G43

G44

G45

G46

G47

G48

G49

G50

G51

G53

G55

G56

G57

G58

G59

G60

G66-1

G66-4

G66-7

G66-10

G66-11

G66-11A

G66-12

G66-13

G66-16

G66-17

G66-55

G66-56

G66-57

G66-58

G66-59

G66-60

G68

G69

G71

G72

G76

G77

G77A

G78

G79

G79A

G80

G80A

G81-4

G81-24

G81-52

G81-60

G81-61

G81-62

G82

G83-1

G84

G85-4

G86-1

G87

G90

G92

G93

G93A

G93B

G94

G94-3

G95

G95A

G95B

G96

G96A

G97

G97A-1

G97A-2

G200 SERIES

Appendix IV

1990
UNIFORM SIGN CHART
CONSTRUCTION SIGNS

STATE NO.	MESSAGE	FED. NO.
C1	Detour Ahead	
C2	Road Closed	R11-2
C3	Rd. Closed ___ Miles Ahead/Local Traffic Only	R11-3
C3A	Road Closed To Thru Traffic	R11-4
C4	Fresh Oil	W21-2
C5	Detour w/Arrow	M4-10
C5A	Detour	
C6	Loose Gravel	W8-7
C7	End Detour	
C8	Road Machinery Ahead	
C9A	Flagger (Symbol)	W20-7a
C10	Slide Ahead	
C11	Road Construction/Next ___ Miles	G20-1
C12	Narrow Lane	
C13	End Construction	G20-2
C14	End Road Work	G20-2a
C16	One Lane Road Ahead	
C17 (Front)	Road Work/Speed Limit 25	
C17 (Back)	End 25 Speed Limit	
C18	Road Construction Ahead	W20-1
C19	Road Closed Ahead	
C20	_____ Lane Closed Ahead	
C21	Single Lane Ahead	
C22B	Worker (Symbol)	W21-1a
C22C	Workers	
C23	Road Work Ahead (Diamond)	
C23A	Road Work Ahead (Square)	
C24	Shoulder Work Ahead (Diamond)	W21-5
C24A	Shoulder Work Ahead (Square)	
C25	Survey Crew	W21-6
C26	Pilot Car/Follow Me	G20-4
C27	Open Trench	
C28A (Front)	Stop (Hand Held)	
C28B (Back)	Slow (Hand Held)	
C30	Lane Closed	
C30A	Shoulder Closed	
C31	Low Shoulder	W8-9
C31A	No Shoulder	
C32	End Survey Work	
C33	Blasting Zone 1000 Ft.	W22-1
C34	Turn Off 2-Way Radio	W22-2
C35	End Blasting Zone	W22-3
C36	Prepare To Stop	
C37	Traffic Control/Wait For Pilot Car	
C38	Use Next Exit	
C39	Accident Ahead	

Appendix IV

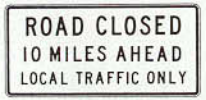
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

1990
UNIFORM SIGN CHART
CONSTRUCTION SIGNS

C1

C2

C3



C3A

C4

C5

C5A

C6

C7

C8

C9A

C10

C11

C12

C13

C14

C16

C17 (Front)

C17 (Back)

C18

C19

C20

C21

C22B

C22C

C23

C23A

C24

C24A

C25

C26

C27

C28A
(Front)

C28B
(Back)

C30

C30A

C31

C31A

C32

C33

C34

C35

C36

C37

C38

C39